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No. 21 556 號陸拾伍百伍仟壹萬第. 日伍拾月柒年卯丁 HONG KONG, FRIDAY, AUGUST 12th, 1927. 伍拜禮 日貳拾月捌年七廿百九仟壹英 PRICE: 35 PEN MONTH.

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.37	8.00	8.35	9.15	10.09	12.02	1.15	2.37	3.00	4.37
Yamoi ...Dep.	6.45	—	—	9.24	10.18	12.09	1.21	—	—	4.45
Shatin ...Dep.	6.57	—	—	9.36	10.30	12.21	1.34	—	—	4.58
Taipei ...Dep.	7.11	—	—	9.48	10.42	12.34	1.47	—	—	5.09
Taipei Market Dep.	7.18	—	—	9.55	10.49	12.40	1.51	—	—	5.13
Fanning ...Dep.	7.27	—	—	10.08	11.02	12.45	2.01	—	—	5.23
Shamshui ...Dep.	7.36	—	—	10.15	11.09	12.52	2.08	—	—	5.32
Shamshui ...Arr.	7.38	8.40	9.03	10.14	11.08	12.59	2.12	3.18	3.40	5.34
Canton ...Arr.	—	8.43	8.08	11.10	—	—	—	—	—	5.41
Canton ...Arr.	—	11.50	—	5.33	—	—	—	—	—	6.47

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	8.03	—	—	8.40	—	—	8.30
Shamshui ...Dep.	7.14	8.01	10.18	10.49	11.08	11.40	8.00	4.17	4.45	5.52
Shamshui ...Arr.	7.21	8.08	10.25	10.54	—	—	11.47	3.07	3.34	4.33
Fanning ...Dep.	7.28	8.15	10.32	—	—	—	11.51	3.12	3.39	4.38
Taipei Market Dep.	7.35	8.22	10.39	—	—	—	12.02	3.23	3.50	4.49
Taipei ...Dep.	7.40	8.27	10.43	11.06	—	—	12.07	3.28	3.55	4.54
Shatin ...Dep.	7.53	8.40	10.56	—	—	—	12.20	3.39	4.06	5.05
Shamshui ...Dep.	8.07	8.53	11.09	—	—	—	12.33	3.51	4.18	5.17
Kowloon ...Arr.	8.13	8.58	11.14	11.31	11.49	12.38	3.57	5.14	5.41	6.47

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.
Fanning ...Dep.	7.45	10.15	3.20	6.15
Shatin ...Arr.	8.40	11.10	4.15	7.10
	A.M.	A.M.	P.M.	P.M.
Shatin ...Dep.	8.15	9.00	3.00	5.00
Fanning ...Arr.	7.10	8.55	3.55	5.55

O=SUNDAYS AND PUBLIC HOLIDAYS, ONLY.
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Sailings from Canton—S.S. "KINSHAN"—TUESDAY, THURSDAY and SATURDAY at 8 A.M.
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GENERAL SUTTON.

TO STAY IN BRITISH COLUMBIA.

TO DREDGE FOR GOLD.

Because he likes a growing country which is growing, but only "like a boil"—General Frank Sutton, right-hand man of Chang Tso Lin, during the past five years, passed through Victoria, a passenger on the Canadian Pacific liner *Empress of Canada*, which docked from the Orient.

However, "Old Chang," as the General, with a touch of affection, calls his Oriental chief, has offered him a new and better contract above the £15,000 he has been paying.

But General Sutton says he is through with China, for the time being at least.

Known from Singapore to Vladivostok for his exploits with Chang Tso Lin, General Sutton, today a wealthy man, is engaging in a private campaign against Bolshevism, fighting the Reds with his own money, because "someone has to do it and I can afford it."

General Sutton is a striking figure over six feet in height, fair complexion and broadly built.

To Stay in B.C.

As the first man to dredge for gold in Siberia, General Sutton said he had decided to take a chance in some other northern country and had picked out British Columbia. He was not unimpaired, at the same time, of the mining development here.

"My plan is to take a gold dredger up to some of the northern creeks," he explained. "Of course, I know that all the best ground has been done over, but I think there must be plenty of properties running thirty or forty cents a yard, which can be worked profitably."

Before plunging into the mining industry in British Columbia, however, General Sutton indicated that he might do some travelling in the United States and Great Britain. After a day or two in Vancouver, he will have a week's fishing on the Island.

Anti-Bolshevik.

His conviction that Bolshevism was a disease that, if unchecked, would spread throughout the whole of China, had led him to establish his own intelligence service in Manchuria, General Sutton said.

"I had seventy-two men on the roster and thirty or forty agents out, some of whom were members of the Red organization itself. There were few Russian meetings, secret or not, where I did not have a man."

"It cost me a lot of money—about \$8,000 a month. But why not? I'm a rich man now. Someone had to do it and I could afford it, so I did it."

General Sutton produced a threatening letter he had received from the Reds: "Sutton—Everything you do we know. You are careful. You draw maps, prints, circulars. You send out, ha, ha. You die. We every day follow you—Peking Club, every place. Car No. 4856, of Mukden. No fear your pistol. Only air. You be good to us. We meet soon."

The note carried as signature two small symbols in red ink and the words, "No. 2, Peking."

A small Red flag, fashioned from paper, was attached to the letter by a pin.

(Continued on next column.)

ELECTION RIGGING IN FRANCE.

AMUSING DODGES OF HER POLITICIANS.

TANMANY HALL OUTDONE!

PARIS.

Rarely has the French Chamber offered the general public so amusing and cynical a picture of political jerry-mandering as in the debate on the new Electoral Law.

Radicals and Radical-Socialists, abandoning the idea of proportional representation which they have championed hitherto, attempt in the Bill at present before Parliament a return to the old single-member constituencies.

The most amusing incidents have occurred during the cutting up of the constituencies by the Commission appointed for the purpose. When all was over and the Bill had been sent to the printers a Radical deputy from the Vosges, on advice from his agent, decided that he would like to change one of the small boroughs included in his constituency for one that had been left out. He merely went round to the Government printers' office and on the pretext of correcting the proof made the change. His fellow-deputies for the Vosges, however, were on the watch and the incident ended in his own confusion.

But in other parts of France similar pieces of political astuteness have succeeded, and the new political map is so complicated that the oldest election hands have to confess their failure to understand how the elections are to be worked.

"Rotten Boroughs."

The ways of the notorious Tanmany Hall pale into insignificance before the present display of carefully selected "rotten boroughs." In the south of France in one constituency where the Radical-Socialist candidate apparently fears defeat a whole borough, distant by many miles from the border line of the constituency but noted for its Radical sympathies, has been added to it at the last moment.

A most comic interlude took place in the Chamber. Eight deputies, seven of whom are Radicals, have refrained from taking their seats in the Senate, to which they were elected six months ago, so as to be able to continue to vote in the Chamber. A Moderate deputy moved that the eight members be refused the vote on the Electoral Bill, which did not concern them. Amid the somewhat uneasy laughter of their comrades, seven of these senator-deputies voted against this resolution, which was rejected. The reason is that these seven votes are needed to put the new Electoral Bill through the Chamber.

The comments of some of the newspapers would seem to indicate that French public opinion is thoroughly disgusted at the tactics of the majority of the French Chamber.

In Great War and After.

Since his graduation from an English university, General Sutton's life has been of the most adventurous character. When the war broke out he rushed home from Mexico, where he was working as an engineer, to join the Royal Engineers. In the Gallipoli campaign he won the M.C. but lost his right arm when, to protect his men, he attempted to bury a Turkish hand grenade in the earth before it could explode.

He was sent to the United States on a special mission in 1917 and there became national supervisor in that country for the manufacture of trench mortars. After the war he tried his hand at gold dredging in Siberia, but was driven out when the Reds swept across Russia to the Pacific Coast. Then he went to China with the idea that he could conquer the country with a trench mortar.

Finally engaged by Chang Tso Lin to turn out weapons of this character for him, his efforts turned the scale in Chang's struggle with Wu Pei Fu in 1924, and the young Briton was made a General in the war lord's army and given a present of \$100,000.—Colonist.

DIARY OF EVENTS.

To-day.

Spirits Festival (*Cheung-Twan-Chick*).
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.
Naval and Military Y.M.C.A.: "Cheer O": Concert, 7 p.m.; "Better Ole": Concert, 7 p.m.; Dinner Dances at Cafe Restaurant Parisien.
Charles Chamier presents Revue "Tally Ho," Star Theatre, 9.30 p.m.
Queen's Theatre: "A Kiss in the Dark."
World Theatre: "Rose of the World."

Star Theatre: "The Denver Dude" (Matinee only).

Principal Mails:—Outward: America, Canada, etc.; Europe via San Francisco and via Siberia (*Taipei Maru*), 5 p.m.; Canada, America, etc., and Europe via Victoria, B.C. (*Proteus*), 10.30 a.m.

Saturday.

Lawn Bowls League:—Division I: K.C.C. v. C.C.C.; C.S.C.C. v. Police R.C.; K.B.G.C. v. K.D.R.C. Division II: C.C.C. v. Club de Recreio; East Point R.C. v. Tai Koo R.C.; C.S.C.C. v. Royal Hong Kong Y.C.; K.B.G.C. v. K.C.C.

Lawn Tennis League:—"B"

Division: C.C.C. v. K.C.C.

H.K. Baseball League: "Tigers" (S.C.A.A.) v. Club de Recreio.

Happy Valley Diamond, 2.30 p.m.

Baseball: Honolulu Chinese v. Far East (Chinese-Filipino-Japanese).

Happy Valley Diamond, 4 p.m.

Y.M.C.A. Bathing Picnic, Island Bay.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

Naval and Military Y.M.C.A.: Grand Concert arranged by Mrs. F. Youngblood, 6.30 p.m.

Dinner Dances at Cafe Restaurant Parisien and King Edward Hotel.

Exuma Club Turtle Hunting Expedition. Launch leaves Queen's Pier, 8 p.m.

"Aussie" Club moonlight bathing picnic, Repulse Bay.

St. Peter's Y.M.C. moonlight picnic, Repulse Bay. Launch leaves Queen's Pier, 8 p.m.; Kowloon Station Pier, 8.15 p.m.

Charles Chamier presents Revue "Tally Ho," Star Theatre, 9.30 p.m.

Queen's Theatre: "A Kiss in the Dark."

World Theatre: "Rose of the World."

Star Theatre: "The Denver Dude" (Matinee only).

Principal Mails:—Inward: Europe via Siberia (*Kitano Maru*). Outward: Europe via Marseilles, etc. (*Kitano Maru*), 3.30 p.m.

Sunday.

9th Sunday after Trinity.

Theosophical Society Bathing Picnic. Launch leaves Blake Pier, 3.45 p.m.

Harbour Dept. v. Police, Civil Service C.C. green, 3.30 p.m.

H.K. Baseball League: H.K.B.C. v. "Dragons" (S.C.A.A.), Happy Valley Diamond, 2.30 p.m.

Baseball: Honolulu Chinese v. Hong Kong, Happy Valley Diamond, 4 p.m.

Open-Air Concert by Band of the King's Own Scottish Borderers, Kowloon Dock, Bathing Beach, 5 p.m.

Evening Service Peak Church, 6.30 p.m.

Naval and Military Y.M.C.A.: Men's Meetings: "Cheer O," 7.45 p.m.; "Peter Ole," 8 p.m.

After dinner dance, Lee Gardens. Queen's Theatre: "Taxi! Taxi!"

World Theatre: "The Clash of the Wolves."

Star Theatre: "Rose of the World."

Principal Mails:—Inward: America, etc. (*Pengo Maru*).

Monday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

Water Polo League: V.R.C. "A" v. K.B.S.F.P.A. "B"; 2nd Scots Guards v. Royal Navy.

Dinner Dances at Cafe Restaurant Parisien.

Queen's Theatre: "Taxi! Taxi!"

World Theatre: "The Clash of the Wolves."

Star Theatre: "Rose of the World."

Principal Mails:—Inward: Europe via Negapatam (*Adolf von Baecker*); America, etc. (*President Adams and President Taft*). Outward: Canada, America, etc., Europe via San Francisco and via Siberia (*President Jackson*), 5 p.m.

Tuesday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.

and King Edward Hotel, 5 p.m.

Dinner Dances at Cafe Restaurant Parisien and after dinner dance at Lee Gardens.

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SACCO AND VANZETTI.

RESPIRE GRANTED UNTIL
22ND INSTANT.

[REUTERS' AMERICAN SERVICE.]

New York, August 10th.
The police state that yesterday's Sacco-Vanzetti demonstrations in New York passed off more peaceably than had been expected.

The most serious trouble occurred at a meeting of 5,000 people in Union Square, which was broken up by the police after a half-hour running fight.

Insurance Boom.
Boston, August 10th.
It is estimated that \$1,000,000,000 explosion, strike, and riot insurance was underwritten yesterday, covering property in Boston in connection with the Sacco-Vanzetti agitation fears.

Judge Scorns Guards.
Worcester, Mass., Aug. 10th.
To the astonishment of armed policemen guarding his house,

Judge Thayer, who originally tried Sacco and Vanzetti and has now refused to revoke the sentence, calmly left his home last night and went for a stroll with a pet bulldog. The police all day long had followed Judge Thayer wherever he went, and when earlier in the evening he motored out with his wife he was escorted by police motorcyclists.

Sacco Refuses to Sign a Petition.
Boston, August 10th.
Sacco refused to sign a petition for a writ of habeas corpus which was submitted to him in prison today by the Sacco-Vanzetti Defence Committee attorneys.

Swedish Bluff.

Stockholm, August 10th.
The Swedish Sacco-Vanzetti Defence Committee has urgently appealed to all organized workers in Sweden to strike immediately for at least a day, if Sacco and Vanzetti are executed, and also boycott all American firms, ships, and goods for a week.

The committee has telegraphed urging the similar committees in Paris, Oslo and Berlin to do the same.

The Condemned.
Boston, August 10th.
The three weeks' hunger strike is plainly telling on Sacco, who stares dully at the ceiling of his narrow cell. The wardens are of the opinion that a premature death from starvation is his only hope of "cheating the chair."

Vanzetti, whose fast has not been so rigid, paces his cell feverishly. His only interest recently has been correspondence, especially welcome letters from Italy. "Like Sacco, he has abandoned hope. 'I die for anarchy' has been the burden of his missives to friends and relatives.

In Holland.

THE HAGUE, August 10th.
Threatening letters in connection with the Sacco-Vanzetti case have been received by the American Minister and also the police.

The latter are guarding "the American Legation and the Minister's residence.

Prison Well Guarded.

Boston, August 10th.
Great searchlights and a battery of machine-guns are mounted outside the prison walls in the event of sympathizers who are holding "death watches" attempting a rescue of Sacco and Vanzetti.

A triple line of guards patrols the walls of the penitentiary, and other officers guard the adjacent streets and approaches, for the bridge. The whole region is packed with guards and policemen.

Sacco's Outburst.

"They have crucified me for seven years, and I have nothing more to do with them," angrily exclaimed Sacco when he refused to sign the petition for habeas corpus.

On the contrary, Vanzetti seemed pleased, and signed readily.

May Get Reprieve.

The possibility of a postponement of the executions is indicated in an announcement by Judge Sander-son, of the State Supreme Court, that he will give his decision tomorrow on a motion by defence counsel asking him to permit a bill of exception from his refusal to grant writs of error and habeas corpus to be submitted to the full bench of the Supreme Court.

(Continued on next Column.)

HONG KONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LT.-COL. L. G. BIRD, D.A.O., ADMINISTRATIVE COMMANDANT.]

No. 236.
1.—Mounted Infantry Company.
Parade at Stables at 5.30 p.m. on Tuesday, August 13th, 1927.
Dress: Mufti.

2.—Recruits.
During the month of August any member of the Corps wishing to introduce a recruit for enrolment should report at Corps Headquarters between 5 p.m. and 6 p.m. on Monday evenings.

3.—Examination.
No. 932 Pte. F. X. Delgado, No. 9 Platoon, is granted 4 months' exemption from Military Duties, from August 15th, 1927, to December 31st, 1927.

4.—Resignation.
No. 539 Sergt. F. Brett, Engineer Company, is permitted to resign from the Corps, as from July 21st, 1927, having completed three years' service in the Corps.

R. A. WOLF-MURRAY, Major, Adjutant, H.K.V.D.C.
Hong Kong, August 12th, 1927.

A NOVEL OIL TANKER.

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Without using a ship's telegraph or giving a single order to any other individual, one man will be in complete control of the world's largest Diesel-electric ship which is to be built on the Clyde to the order of the Atlantic Refining Company, Philadelphia.

Mr. Goldsmith, of the Atlantic Refining Company, says she is to be an oil-tanker of 12,500 tons, by far the biggest Diesel-electric ship yet ordered. The engine instead of driving the propeller direct will do so through a remarkable mechanism which is to be built by the British Thomson Houston Co., Ltd., of Rugby. Full control of the ship is invested in two pieces of mechanism on the bridge. By moving a small lever forward the captain sends the ship forward at anything up to 11 knots. By pulling the lever back he reverses the vessel and by leaving it vertical stops the ship.

Steering is by "Metal Mike" as they call the gyro-compass-gyro pilot. The man at the wheel used to be known as "Mike" hence the term "Metal Mike." On the principle of the child's gyroscopic top, the slightest movement of the ship off her course closes a circuit and brings her back again. Apart from the man in charge the rest of the crew are concerned only with oiling and maintenance jobs. We will not even carry electrical engineers on this electric ship, as we have found it unnecessary on our eight others.

The principal machines will be four main 250 volt generators of 600 K. W. each four 250 volt auxiliary generators of 75 K. W. each, and a double armature 1,000 volt main propelling motor of 2,800 S.H.P. running at 95 R.P.M. suitable for a sea speed of 11 knots. The four six cylinder engines will be designed for a normal output of 750 H.P. at a speed of 925 R.P.M. —North China Daily News.

[BRITISH WIRELESS SERVICE.]

London Precautions.

Rugby, August 10th.

In connection with the Sacco and Vanzetti executions, and merely as a precautionary measure, the British police authorities have posted guards at the United States Embassy, and Consulate in London.

[THROUGH REUTER'S AGENCY.]

British Demonstrators.

London, August 10th.
After a Communist meeting in Hyde Park, held as a protest against the execution of Sacco and Vanzetti, thousands of people went in procession to the American Embassy, in Grosvenor Gardens.

They found their way barred by foot and mounted police, the latter repeatedly charging and thus dispersing the crowd, many of whom fled before the horses.

[REUTER'S AMERICAN SERVICE.]

No Hope Held Forth.

BEVERLY, Mass., Aug. 10th.
After an hour's conference with Mr. Justice Oliver Wendell Holmes, of the United States Supreme Court, at the latter's house, told journalists who awaited him on the lawn, that no human power at the present time could stop the men from going to the electric chair after midnight.

Counsel then returned to the State House.

Respite Granted.

New York, August 10th.
It is announced that Sacco and Vanzetti have been granted a respite.

LATER.

Sacco and Vanzetti have been given a respite until August 22nd.

DUBLIN HONOURS MR. O'HIGGINS.

WIDOW'S LAST KISS.

IMPRESSIVE FUNERAL SCENES.

DUBLIN.

The people of Ireland's capital did all that was humanly possible to honour Mr. Kevin O'Higgins, the murdered Vice-President of the Free State Executive, when his body was borne to the grave.

One could enlarge for long upon the details of his funeral upon its royal length of two miles or more—a watcher from the air would have seen the procession as a line stretched across the whole city—upon the hour and a half it took to pass a given point, upon the thousands who took part in it.

Everyone in Dublin, who was not infirm took his share in the last pageant, either as a silent observer from the roadside or as a walker behind the bier upon the gun carriage.

This is a city normally full of eddies and brooks, where it is not easy to make people rally together, but to-day a respect for Kevin O'Higgins gave Dublin for some hours an entire population bearing all the same air and many of them walking with the same desolate tread.

Mourning and Hops.

In the church of St. Andrew, the parish church of the Dail, the Requiem Mass for Mr. O'Higgins was celebrated with its at once mournful and hopeful ritual. One hundred and thirty priests and four bishops led the procession to the altar where the Archbishop of Dublin was beneath a canopy wearing the long cappa magna—a purple robe such as you see in the pictures of Richelieu.

Ireland herself, you might say, sat in the transept. There was an infinite sadness about the earlier part of the ceremony. During this the altar remained, as usual, unoccupied, and as the tones of the choir now rose in a tumult of prayer, now sank to a long, clear, lonely voice overriding the dying cadence of the others, all present bowed their heads.

At the end of the service the Archbishop, donning the cope and wearing his white mitre, gave the Absolution and blessed the coffin, which on the shoulders of stalwart guards was carried down the aisle.

The Tragic Widow.

There were many who turned their heads away at the sight, and all the more as the widow, a frail, sorrow-stricken figure, with tears streaming down her face, staggered forward with outstretched arms.

For a moment she clung sobbing to the side of the coffin. Convulsively she kissed it. Then, her strength seeming to ebb away, she gave a low moan and sank back into the arms of her friends.

With a supreme effort she rallied her exhausted power yet again and walked on by the side of the coffin, the saddest figure in Ireland. Though she was anxious to go on to the final scene at Glasnevin, friends prevailed upon her to drive home instead.

In the street outside was the hushed crowd, and a gun-carriage drawn by mounted artillerymen with an escort of cavalry. On this the coffin was placed, and the wreaths on ten Army tenders, covered in black cloth, behind.

In front of Parliament House, where Mr. Kevin O'Higgins had laboured to build his country's future, was gathered, by intentional chance, many young children, and it was under the timid eyes of these for whom he fought that this quiet and selfless thinker passed, understood at last by his countrymen and perhaps for ever required.

MR. COSGRAVE'S TRIBUTE.

Speaking at the graveside, Mr. Cosgrave, President of the Executive, said:

"Kevin O'Higgins died a noble and a happy death. It needs no intimate association with him to describe the character of the man. Such was his own natural power that his mind made itself felt and understood throughout the land."

If he seemed insensible at times towards the emotions of others, he was at all times merciless towards himself. From disorders, the combined result of long misgovernment and revolt, in a few years' time under his direction arose a new and stable edifice of public order and public peace. His example of duty, dignity, energy, and enterprise will inspire our nation to the end.

(Continued on next Column.)

THE QUEEN AND A SUPERSTITION.

PAYING FOR A PAIR OF SCISSORS.

SIXPENCE FOR LORD PROVOST.

EDINBURGH.

There was a delightful incident when the King inaugurated a new housing scheme at Prestonfield, where his Majesty and the Queen each planted a tree.

The King had intimated that he desired to plant his tree and not merely make a pretence of putting some soil on it. As he crossed to where the tree was to be planted he was heard to say to Lord Provost Stevenson, "I am afraid this is a very bad time of the year to be planting trees."

Taking a spade the King put three generous spadefuls of soil round the sapling's roots, and, striking the spade into the earth in workmanlike fashion, said, "There, I think that will do."

The royal party then moved to the second tree, which was suspended by three strands of ribbon above the hole in which it was to be planted.

The Lord Provost handed the Queen a pair of silver scissors with which to cut the ribbon. This done, the tree settled down into its rooting place.

The Queen's Tree.

But her Majesty was not content. "Can I not put some soil about its roots too?" she inquired.

The spade which the King had just used was handed to the Queen, who sprinkled a little soil about the roots.

Then turning to the Lord Provost the Queen referred to the superstition that to accept a knife or a pair of scissors without paying for it is an omen of "cutting the friendship." She therefore handed the Lord Provost a sixpence, a royal token of the purchase of the scissors.

Housing of the People.

The King, in inaugurating the housing scheme, said:

The Queen and I are very glad to be associated with this scheme at Prestonfield, which by providing healthy and convenient homes in pleasant surroundings will add materially to the welfare of a large number of my people who are at present denied those blessings.

Housing, especially for the working classes, evokes the deep sympathy and warmest interest of the Queen and myself.

Their Majesties were accompanied by Princess Mary and Lord Lascelles, and along two miles of the route from Holyrood Palace to Prestonfield 30,000 school children were massed and they gave their Majesties a wonderful cheer.

Girl's Homely Piano Solo.

The royal party drove nearly five miles to another housing estate at Lochend, where they visited four of the houses. The visits were unexpected, but the homeliness of the King and Queen invariably put the householders and their families at their ease.

One of the houses visited was that of Mr. Alexander Dickson, a corporation workman, and all five children of the family were assembled.

Immediately the King and Queen entered Margaret, aged 15, played the National Anthem in homely fashion on the piano, and on being complimented by the Queen gave an encore performance.

Later in the day the King and Queen, with Princess Mary and Viscount Lascelles, visited Lord Rosebery, who recently celebrated his 80th birthday, at Dalmeny House and took tea with him.

LORD BIRKENHEAD.

Bad weather at dawn made it impossible for Lord Birkenhead to fly to Ireland to attend the funeral of Mr. Kevin O'Higgins, the assassinated Vice-President of the Irish Free State Executive.

Lord Birkenhead not only wanted to stand at the graveside as a British Minister, but also as a mark of his great admiration and respect for one of the strongest characters in Ireland.

But high winds and rain made night flying over the sea seem too hazardous in the eyes of the authorities. Not so Lord Birkenhead, however, for he sat up until 4 o'clock, until dawn brought the news that the authorities had recommended the cancellation of the flight.

Not until then did he give up hope of reaching Dublin in time.

In the eyes of colleagues in London, however, and of friends in Dublin who are mourning the passing of the statesman, the gesture has not been lost.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 11th, 1927.	
A.K. Bank	\$1,050 buy, 1045/50 sa.
Do.	London, 211 1/2 nom.
Chartered Bank	220 1/2 nom.
Mercantile Bank, A. & B.	220 nom.
Do.	0.213/4 nom.
F. & O. Bank	220 buy.
East Asia Bank	365 nom.
China Insurance	350/50 sel.
China Underwriters	310 1/2 sel.
North China Ins.	710 1/2 nom.
Union Insurance	320/50 buy.
Yongtze Insurance	M. 355 nom.
China Fire Insurance	310 buy.
Hong Kong Fire Ins.	300 sel.
Donghai	338 nom.
Shanghai	320 sel.
Hong Kong Tug	330 nom.
Indo-China (Fr.)	340 buy.
Do.	340 buy.
Shell Transport	390/50 nom.
Star Ferry	340 buy, 341 sa.
Waterworks	116/50 nom.
China Sugar	115 sel.
Malayan Sugar	113 sel.
Benguet	113/4 nom.
Kaisha Mining Ad.	45/50 buy.
Langkato (combined)	118 1/2 nom.
Do. (single)	118 1/2 nom.
Shal. Explorations	118 1/2 nom.
Shanghai Loans	118 1/2 nom.
Do.	118 1/2 nom.
Trunch Mines	119/3 nom.
Do.	119/3 nom.
H.K. & S. Wharf	119 nom.
H.K. & W. Dock	119 nom.
Hongkong	119/3 buy.
New Engineering	119 1/2 buy.
Shanghai Dock	119 1/2 nom.
H.K. & S. Heale	119 1/2 nom.
H.K. Lands	119 1/2 buy.
Hong Kong Realty	119 1/2 sel.
H.K. Hydraulics	119 1/2 sel.
Humphreys Estate	119 1/2 sel.
Princes Building	119 1/2 nom.
Kwai Lands	119 1/2 nom.
Ewo Cottons	119 1/2 buy.
Oriental	119 1/2 buy.
Shanghai Cottons (old)	119 1/2 buy.
Do. (new)	119 1/2 nom.
China Buses	119 1/2 nom.
H.K. Tramway	119 1/2 buy.
Bank Trans (old)	119 1/2 sel.
Do. (new)	119 1/2 sel.
Singapore Tractors	119 1/2 sel.
Taxis	119 1/2 nom.
Amusements	119 1/2 buy.
Canon Loss	119 1/2 nom.
Cenents (combined)	119 1/2 sel.
Do. (old)	119 1/2 sel.
Do. (new)	119 1/2 sel.
China Lights (comb.)	119 1/2 buy.
Do. (old)	119 1/2 sel.
Do. (new)	119 1/2 sel.
China Provident	119 1/2 nom.
Construction	119 1/2 sel.
Dairy Farms	119 1/2 nom.
Do. & Wings	119 1/2 nom.
H.K. Electric	119 1/2 nom.
Macro Electric	119 1/2 buy.
H.K. Bores (old)	119 1/2 nom.
Do. (new)	119 1/2 nom.
Lane (new)	119 1/2 sel.
Macintosh	119 1/2 nom.
Sunco	119 1/2 nom.
United Autos	119 1/2 nom.
Watacos (old)	119 1/2 nom.
Wm. Powsells	119 1/2 sel.
Telephones	119 1/2 sel.
buy—buyers; sel.—sellers; sa.—sales	nom.—nominal.

EXCHANGE.

CLOSING QUOTATIONS.

August 11th, 1927.	
On LONDON—	
Telegraphic Transfer	1/11 1/2
Bank Bill, on demand	1/11 3/8
Bank Bill, at 30 days' sight	—
Bank Bill, at 4 months' sight	1/11 1/2
Credit, at 4 months' sight	2/0 3/8
Documentary Bill, 4 months' sight	2/0 5/8
On PARIS—	
Bank Bill, on demand	1/125
Credit, 4 months' sight	1/270
On NEW YORK—	
Bank Bill, on demand	47
Credit, at 60 days' sight	48 1/2
On BOMBAY—	
Telegraphic Transfer	1/29 1/2
Bank Bill, on demand	1/29 1/2
On CALCUTTA—	
Telegraphic Transfer	1/29 1/2
Bank Bill, on demand	1/29 1/2
On SHANGHAI—	
Bank Bill, at sight	79 1/2
Private, 30 days' sight	—
On YOKOHAMA—On demand	99
On MANILA—On demand	94 1/2
On SINGAPORE—On demand	89 1/2
On BATAVIA—On demand	110 1/2
On HANKOW—On demand	—
On SHANGHAI—On demand	—
On BANGKOK—On demand	93 1/2
GOVERNMENT Bank's Buying Rate	110
Gold Leaf, 100 fine, per tola	—
Bar Silver, per tola	25 1/2

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

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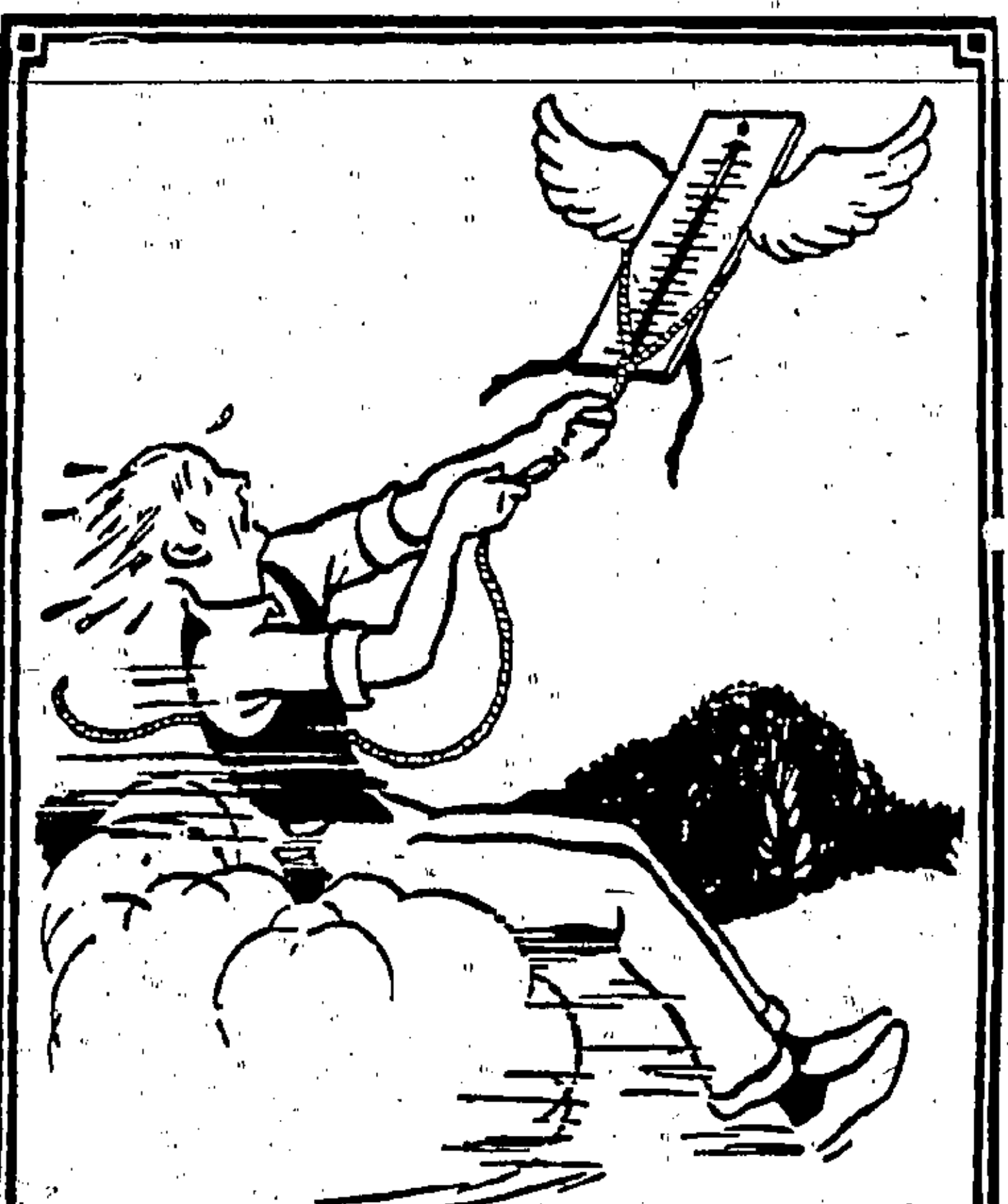
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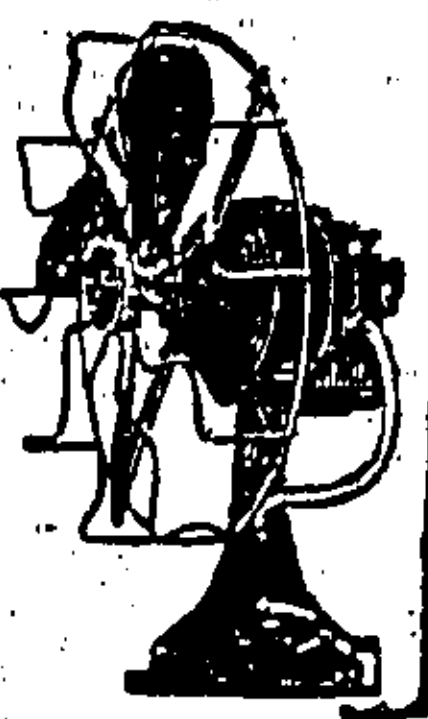
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KEATING'S

OVER HALF A CENTURY REPUTATION FOR THE CURE OF ALL THE DISEASES OF THE SKIN AND THE DISEASES OF THE EYES, EARS, NOSE, THROAT, AND LUNGS.

Dr. LECLERC'S PILLS FOR THE CURE OF ALL THE DISEASES OF THE SKIN AND THE DISEASES OF THE EYES, EARS, NOSE, THROAT, AND LUNGS.

Dr. LECLERC'S PILLS FOR THE CURE OF ALL THE DISEASES OF THE SKIN AND THE DISEASES OF THE EYES, EARS, NOSE, THROAT, AND LUNGS.

TRANS-ATLANTIC COMMERCIAL FLYING.

PRESENT FLIGHT FUTURE AIDS, SAYS COMDR. BYRD.

TRAVEL OVER THE OCEANS AT VAST HEIGHTS IS PREDICTED.

ASSISTANCE OF RADIO AND INDUCTOR COMPASS.

My last article indicated that strong westerly winds could be obtained at a high altitude. It is thought that should a plane fly 20,000 feet it would generally be true that in going from west to east the speed of the plane would be increased by the wind 40 or 50 or even 70 miles an hour. However, to fly at this altitude would require far greater engine power, owing to the rarity of the atmosphere; and much more gasoline would be needed than at lower altitude. Cabin passengers would perhaps have to be equipped with oxygen tanks as would, of course, the pilots in the cockpit.

This would have the further advantage of keeping the passengers and flyers warm, as it gets considerably below the freezing point at that altitude at any time of the year.

This great plane would have, say, six engines and would be able to fly with any two of the engines dead, and with a very light load it might be possible to reach such a degree of efficiency that the plane could fly with half of the engines dead.

When starting out on such flights there would necessarily be a great load of gasoline, but the tank would be supplied with a pump valve, as was the *America*. If two of the engines should stop within ten hours after starting, the surplus gas could be dumped and enough kept to allow the plane to fly on four engines. We believe long-distance planes of the future will all carry this dump valve feature.

Radio to be Big Aid.

Within a few years there will be enough radio direction-finding stations located over the transatlantic route to enable a navigator to locate his exact position at any time, so that he need not fear being drifted off by strong cross winds which he was unable to calculate. A wind of 40 miles an hour, blowing from the left side would blow a plane 40 miles off the route per hour. Those planes of the future flying 20,000 feet will always be high enough to enable the navigator to see stars and sun practically all the time, thus permitting him to keep his course. On the *America*, at frequent intervals, despite the clouds, we had opportunities to do this on our flight.

The result was that, while we could not tell how much the wind had blown us off our course nor calculate the error of the compasses, we knew before we got out of the dense fog almost exactly where we were.

The big landing wheels of such a plane would offer considerable resistance in the air, slowing up the plane by perhaps five or ten miles an hour. Therefore, the landing gear would have to be withdrawn close against or into the fuselage. I believe Noville has demonstrated that passengers in this air liner of the future will be able to sit comfortably in their cabin and receive messages from any place in the world.

Engines Big Problem.

No mechanism built to-day is infallible. The engine of a railroad train may break down and no great harm be done. If the engine of an airplane stop the plane must come down immediately and the landing speed of a plane is always such that if it hits any obstacle disaster must result.

This air liner, in going from west to east, should reach Paris in one day from New York. Storms would not bother it. Its greatest enemy would be fog, for the greatest enemy of aircraft to-day is fog. But even fog can be rendered harmless. This future plane will be guided directly to its landing field by radio direction finders, and knowing exactly where it is, will have no trouble in landing unless the fog goes right down onto the field.

The provide-against-such-cases, the plane should have enough gasoline left either to fly to another field uncovered by fog—which information would be relayed by radio—or to fly around until the fog disperses.

America Proved by Test.

This is not a wild dream, because our plane, the *America*, when it arrived near Le Bourget, had enough gas left to fly 500 miles. And, in addition, the *America* had mail and a load of some hundreds of pounds on board.

Of course, it is possible that within a few years something will be invented to disperse the fog from the landing field, or some light will be invented which will properly penetrate it. Until these inventions are perfected, however, fog still remains aviation's greatest enemy.

Storms will not always prevent progress through the air, and frequently winds can be taken advantage of to increase greatly the speed of the airplane.

In crossing the Atlantic by air flying will have to be done at various altitudes. The navigator will be an expert meteorologist and his knowledge of wind directions and wind strength and so forth will be greater than that possessed to-day by any flyer. He will fly at that altitude where he will have the winds with him or where they will be weakest against him. There already exist instruments, which, together with radio direction finders, will give him his speed over water or over land.

Repairs in Mid Air.

The engines of this great plane will be accessible to mechanics so that in case of motor stoppage in the air a mechanic can have a chance to do repairs and get them going again. This is by no means impossible even now. The two outboard engines of the *America* could be reached by a little cat-walk from the cabin and certain minor repairs could have been made in the air if needed. There was also a cat-walk going outside over the hood of the plane to the nose of the engine. There was no occasion to use either on our flight, but the knowledge that if necessary we could do repairs gave us an added feeling of security.

On our trip our three motors ran for 42 hours without any one of them missing a beat. That should be proof enough of the reliability of the modern engine, and to Charlie Lawrence of the Wright Aeronautical Corporation, who designed them a great deal of credit must go for the success of our trip. If engines so reliable as these can be designed and go successfully through a 42 hours test, such as we gave them, then flying across the Atlantic cannot any longer be regarded as a risky, unsafe business.

Power Difficulties Overcome.

The difficulty of motive power has been overcome. While we are the subject of new innovations, let me recall that when Alcock and Brown made their first great daring jump from Newfoundland to Ireland, they flew in fog a great deal of the way and never knew on which side they were flying. For many minutes they were flying upside down. Luckily for us, since then there has been invented instruments which show exactly at what angle the plane is flying, and we had none of what anxiety and discomfort.

We had other comforts, too. We had a telephone with which we could talk to each other and hear above the din of the motors, even when by shouting we could not make ourselves heard without it. All these, and many other inventions, have contributed and will contribute toward making the transatlantic air liner of the future.

The earth inductor compass made by the Pioneer Instrument Company is the airplane compass of the future, because that part of the compass which is affected by magnetic meridians can be placed far out on the wing of the plane so the compass is not thrown out by magnetic material of the engines and the metal parts of the plane, as usually is the case with ordinary compasses. Leads from this earth inductor compass out in the wing can be brought into the navigator and pilot to steer by.

(Continued on next column.)

CAUSE OF CANCER.

NEW IDEA IN RESEARCH.

CURATIVE FACTOR IN THE BLOOD.

The belief was expressed at the annual meeting at the House of Lords of the British Empire Cancer Campaign that the discovery of the cause of cancer would not long be delayed. Lord Cave was in the chair.

Sir Thomas Horder said: There does seem apparent to some of us a more hopeful tendency in recent research than has ever been the case before. It is clear that a concentrated attack on the problem is being made from many different angles. The Duke of York, who was re-elected president, wrote expressing a heartfelt hope "that discoveries helping the solution of the problem may be made in the near future."

The report of the council stated that in the investigation of immunity in animals (a special study at the Lister Institute), it has been established that the immunity produced in a rat by injecting it with a serum prepared from a rabbit which has been inoculated with rat cancer is a process closely akin to that which Nature provides in what is known as "natural resistance."

These experiments have brought forward a new idea in cancer research by showing the conditions under which a curative factor is developed in the blood, but it remains to be discovered whether this represents a step in the cure for cancer.

Ten Years Of Life.

The researches of Dr. Gye and Mr. Barnard on the "cancer virus" have been repeated by other workers, and many of their results confirmed, but in some cases it has not been found possible to support the "germ theory." It has been found possible to take photographs of malignant cells actually in the process of growing.

The results of radium and X-rays treatment seem to be of great importance, especially with regard to the discovery that the disease yields to this form of treatment much more readily in some organs than in others. The results of cancer treated by operation show that the percentage of cases which live ten years—30—is higher than might be expected. If a patient is operated upon while still in the early stages of the disease he has a 50 per cent. chance of being alive and well in ten years.

The report was adopted.

Freight Craft Possible.

Some of these transatlantic planes will be freight ships and in that case perhaps at least a part of the freight could be carried in the wings. In the *America* we had a compartment made in the wings in which we put some of the most precious material on board, such as a piece of the original American Flag which we were bringing to President Doumergue. The wings of these future planes could be made thick enough for passengers to be carried within them. In fact, if a trap door had been made in the wings of the *America* they could nearly have held a man.

In case of shipwreck all ships at sea carry lifeboats and life preservers. We had just these things on board the *America*, a boat large enough to hold seven or eight men which would have floated on the ocean almost indefinitely. This craft was constructed of rubberized fabric and weighed only 22 pounds. We had enough food to last us over 15 days and there was breathing apparatus of only a quarter pound weight, which condensed the breath when one blew into it so there was no necessity of making a forced landing because of thirst.

I believe we demonstrated that a plane could land on water without disaster to the passenger and that the lifeboats could be put overboard. As a matter of fact, we had two boats, one to use as an emergency boat packed inside the largest boat.

Naturally, much work must be done before these air liners will fly daily across the Atlantic. But they will be built, and they will fly daily. —North China Daily News.

QUEEN'S THEATRE

TO-DAY AND TO-MORROW at 2.30, 5.10, 7.15 & 9.20.

ADOLPHE MENJOU and LILLIAN RICH

A KISS IN THE DARK

A clever screen version of the rollicking stage comedy "Aren't We All."

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Orchestra at 5.15 & 8.20 only.
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Continuous from
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STAR TO-NIGHT

9.30

OUR CABARET
"TALLY HO."

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IN
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THE GLASS
TO
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ONLY A PHRASE.

MR. JUSTICE MCCARDIE ON
SEX EQUALITY.

"POOR, WRETCHED GIRL."

In binding over Clara Louise Dangerfield, aged 27, a nurse, on a bigamy charge at Birmingham Assizes, Mr. Justice McCardie said he did not recall any other occasion on which he had found over a prisoner for the fourth time.

It had been stated that the sexes were equal, but he could not think it when he saw the poor, wretched girl before him. Sex equality was a phrase.

Not having seen her husband for 12 years, she thought she had a right to remarry. She stole money when she was ill, and she was maintaining two children of an aunt with whom she was living.

WAR ON PLAGUE RATS.

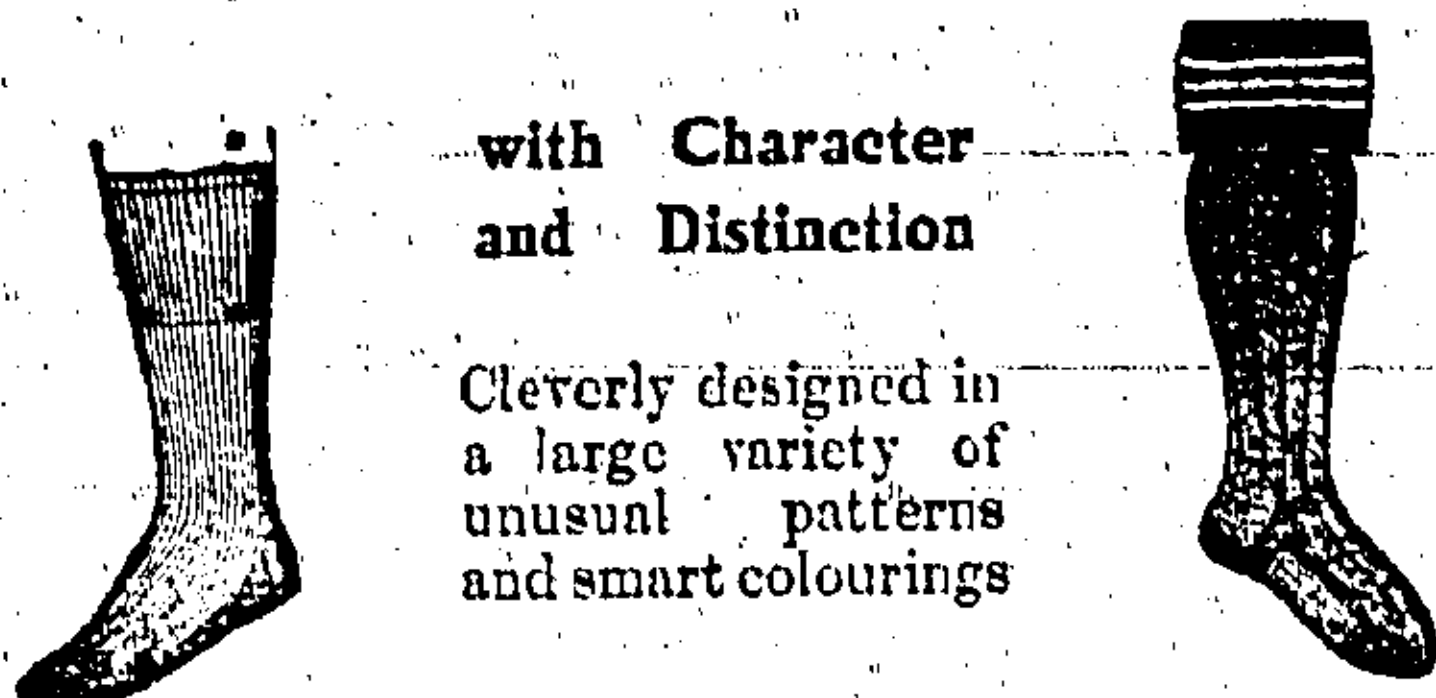
3,000 EXAMINATIONS A YEAR
AT LONDON DOCKS.

The laboratory of the Albert Dock Hospital (a branch of the Seamen's Hospital Society) is the headquarters of the London war against bubonic plague. Here the investigations were made which led to the discovery that the *America* and another ship contained infected rats.

Dr. Hanchell, head of the laboratory, told a reporter that work had been carried on since 1911, and that about 3,000 rats are examined each year. They are sent to the laboratory by men employed by the Port of London sanitary authority. He added:

The rats arrive in tins labelled with the place and date when they were secured. When the time for examination arrives they are placed on a slab, and those suspected of plague infection are subjected to exhaustive tests. When definite proof is obtained, the Port of London sanitary authority is warned and every precaution is taken to avoid the spread of infection. Our recent investigations have revealed that a third ship with a grain-cargo from the Argentine carried plague infected rats.

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a large variety of
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and smart colourings

Silk, and Silk Wool & Silk and Cotton
mixture of various weights in all sizes.
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Like Caesar's Wife,
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[A.P. 12]

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Usual Price \$3.95 to \$5.95

BLUE TICKET PRICE \$2.75 Each.

FIRST FLOOR SHOWROOMS

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PARLIAMENT TOO BIG?

TRIALS OF THE BACK-
BENCHER.

ALL WAITING TO TALK.

[BY JAMES SEXTON, M.P.]

The British Parliament is a venerable institution. It is slow to move and slower still to change. But a new type of member is entering St. Stephen's: all parties are returning members who are no longer concerned to be there because it is considered the best club in Europe.

They are anxious to see something done and contribute their share in making Parliament an efficient working machine.

As the machine functions at the present time the majority of the members on the back benches might as well stay at home. Try to picture a debate in the House, and you will see that this is no exaggeration.

We take our places on the benches at 9.45. An hour is devoted to questions, and the business of the House begins at 3.45.

The Bill before the House may be a good Bill or a bad one, but except for recording his vote the presence of the back-benchers makes little difference.

Under the system of choosing the speakers from each party it is obvious that Front Bench members will be chosen. But in any case it is the rule in the House that when a Front Bench member rises to speak the Speaker must call on him.

Let us see now what chance the back-benchers have in competition with the array of talent on the two Front Benches. Remember, too, that all the business of the House is carried on by the methods of departments. Measures coming, say, from the Ministry of Health are opposed by a former Minister of Health, and so on with every other.

A Front Bench member opens the debate, and another closes, with usually some heavyweights in between. Let us assume, however, that only two Front Benchers speak for the Government, two for the Labour party, and two for the Liberal party, and that at the minimum, each speaks for 30 minutes. If the debate begins at 3.45 and lasts till 10.30, as on the Trade Unions Bill, it will be seen that in all 84 hours, or 405 minutes, is the total time.

Half-a-Minute Each.

But with six Front Benchers absorbing 180 minutes, only 225 minutes are left for the remaining 600 members. If, therefore, every member exercised his right to speak he is left with less than half a minute in which to exercise it.

Many readers will think I am exaggerating, because they will say that back-benchers do speak, and for longer than half a minute. Every night some back-benchers are called, but by some strange irony of fate they are always called at the dinner hour. At that time all the Front Benchers leave the Chamber, and it is then the back-benchers come into his own.

Those who are anxious to speak keep bobbing up each time a speaker is finished, and in this way sometimes four or even six may be called. But about 8.30 the Captains and the Kings return, and the back-benchers either become part of the audience or go out in disgust at not being called.

Then at 10.30 comes the division, and 600 of us who have contributed nothing to the construction of the Bill, or said a word for its improvement, march into the Lobby and vote as we would have voted, even if not a single speech had been delivered.

Committees.

Now, it may well be asked: "Does the back-benchers do nothing at all?" "And what about the committees?" The answer is, of course, that he does work on the committees, but most of it is absolutely useless. There are three committees of the House, one called Ways and Means, which is that of raising money; one Supply, which is spending it; and one Public Bills.

The first two are Committees of the whole House, and the same sorry lot of 815 members trying to take a part in financial discussions is carried on year in year out.

Where the back-benchers get a chance is on private members' Bills. Each Friday (at the beginning of a Session) is devoted to private members' Bills.

Only unimportant Bills as a rule are sent to a Standing Committee; all important measures, such as the Trade Disputes Bill, are kept in a Committee of the whole House.

The plain fact is that 815 members is too large a body for business-like working. Until the House of Commons divides itself into Departmental Committees, as sensible Town Councils do, so long will the back-benchers be either doing nothing or working on Bills that will never be passed.

INCREASED TON- NAGE DUE.

PAYMENT UNDER PROTEST
AT SHANGHAI.

STRONG ACTION BY THE
MESSAGERIES MARITIMES.

A round of some of the principal foreign shipping offices last week revealed the fact that the increase of 50 per cent. in tonnage dues, which the Nanking authorities put into effect at Shanghai as from July 11th, is being paid in regard to the vessels for which tonnage dues become payable or renewable, but in every case under protest. There has been one notable exception, this being the case of the Messageries Maritimes str. *Parthos*, which sailed for Europe on Saturday, under Consular clearance, after the tonnage dues at the old or "legal" rate had been tendered and refused.

It seems that the great majority of the big ocean liners which have visited the port since the increased dues were put into operation have not been called upon to pay, as the previous payments in respect of those ships hold good till a period of four months has passed. In this respect, we understand that none of the vessels of the Canadian Pacific or the Dollar lines have yet been affected by the new rates.

Of course, there have inevitably been cases where dues have had to be paid, and in these cases payment at the increased rate has been made, and a protest made to the Customs authorities and the Consular authorities affected. It would appear that shipowners have mostly been guided by instructions from their Consular authorities to "pay under protest," but, as one local shipping man remarked ruefully, once the money has been paid, the protest cannot be of much use, as there is no earthly chance of getting back the extra 50 per cent., however, illegal its imposition, once it has passed to the coffers of the Nanking authorities or whoever eventually gets hold of it.

Not Too Late Now.

The general consensus of opinion among shipping men appears to be that a strong line should have been taken by the foreign powers at the onset, and that action, similar to that taken by the French on Saturday, might have been taken with advantage by other powers at the time the imposition was first put into operation.

Shipowners of all nationalities appear to be very strong in their contention that even though the illegal tax has been in operation and has been paid for nearly a month, it is not too late even now for the Powers to show a united front and instruct their shipping men flatly to refuse to pay. The shipping men themselves are stated to be absolutely united in their viewpoint that the tax is illegal and unjustifiable, and it appears more than probable that they would be fully prepared to stand by one another, irrespective of nationality, in the event of their national authorities instructing them to resist.

One man gave it as his opinion that although the case of the *Paul Leprie* may possibly bring matters to a halt to the benefit of shipping concerns of all nationalities, too much reliance should not be placed in that possibility. French shipping, he pointed out, was in a particularly favourable position for refusing to pay, in that there is only one French line running to Shanghai, and that, in the event of the Chinese or Customs authorities refusing to permit a ship to load or unload, she could be brought to the French Bund where, if matters became serious, she could land and discharge under the protection of French forces, and could be issued with a Consular clearance in such a form as would probably be accepted by the authorities of any port she might be likely to visit after leaving Shanghai.

(Continued on next Column.)

THE FLOATING DOCK FOR SINGAPORE.

FIRST SECTIONS LAUNCHED
ON THE TYNE.

DETAILS OF A GREAT
UNDERTAKING.

Swan, Hunter and Co. launched from Wallsend Shipyard on July 10th, the first of seven sections of the 30,000 ton pontoon dock for the Naval Base at Singapore. An other section was launched the following day. It is expected that all sections will be launched by the end of next January.

Work on the dock has proceeded rapidly, over one hundred thousand rivets per week having been used. In the completed dock there will be about 21,000 tons of steel and 3,300,000 rivets, of which total about 1,500,000 have been used in the first three sections. There was about 3,000 tons in the section launched, and the operation was carried through smoothly and in a similar way to the launching of a vessel, the dock resting on two launching ways.

Speaking after the launching ceremony, Sir George Hunter stated that the whole dock was expected to be completed in May next year. There would be a considerable amount of equipment and machinery, including accommodation for the crew. The voyage out to Singapore, through the Suez Canal would be a heavy undertaking. While wishing the dock success, it would mean there would be plenty of repairs, which would mean war, so that they had better leave that aspect alone. Swan, Hunters, he said, had built more floating docks than all other companies put together. The Medway Dock, 30,000 tons, was their last largest.

SIR HUGH CLIFFORD.

GREAT TRIBUTE TO THE
CHINESE OF MALAYA.

KUALA LUMPUR, August 4th.

Sir Hugh Clifford was accorded a hearty reception by the Chinese community yesterday evening at the Confucian school premises which were elaborately decorated. An address of welcome was read and Sir Hugh Clifford in his reply, expressed sorrow at the inability of Lady Clifford to attend. He paid a great tribute to the part played by the Chinese in Malaya, saying that the financial prosperity of the country was due in a great measure to the energy, enterprise and business acumen of the Chinese.—*Straits Times*.

The Old Policy of Drift.

Mostly, the shipping men to whom our representative spoke, were of opinion that unless united action were taken soon by the Powers to cause the cancellation of an imposition which is in direct contravention to Treaty provisions, matters would drift on and drift on, as other matters have drifted on in China in recent years, till it was really too late to do anything, and shipowners would be faced with the alternatives of paying regularly the comparatively huge dues, now in force, or of curtailing or abandoning altogether their services to Shanghai. One man was very frank in the respect. He stated that if the present rate of tonnage dues were permitted to remain in operation indefinitely, many shipowners, who already find that their services to Shanghai are already close to the borderline which divides the economic from the uneconomic, would cut out Shanghai altogether for some ships. The loss in dues which this eventually would bring about, and the other big losses to the port, and to Chinese especially, which would result from fewer ships calling here, would not only offset to a large extent the increased revenue accruing from the illegal dues, but would sooner or later, but inevitably, prove a definite bar to the progress of Shanghai as a great port, which is of even more moment to the Chinese than to the foreigners.

In the case of the coasting lines and small companies, the same procedure has been adopted as in regard to the ocean-going ships—payment and protest. The impost has not affected Chinese shipping circles a great deal at present, as comparatively few Chinese ships are entering and clearing from the port owing to seizures of ships by the military and the fear of using certain ports where conditions for Chinese shipping are either doubtful or definitely unsafe.—*North China Daily News*.

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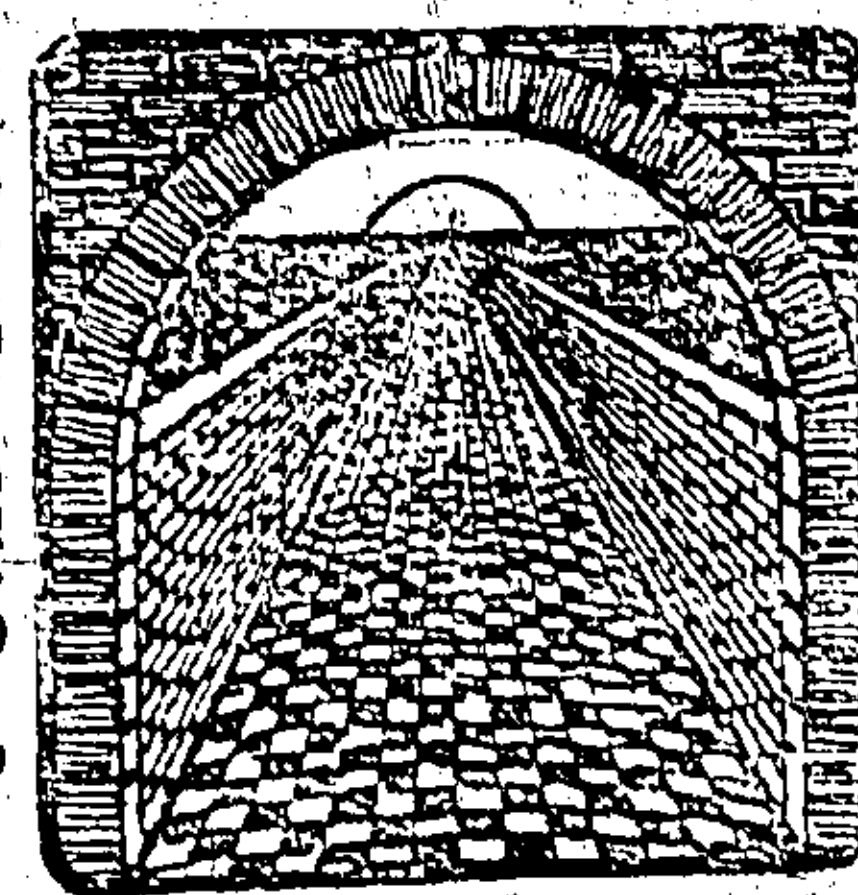
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The Hong Kong Weekly Press

PUBLISHED TO-DAY

THE GOVERNMENT IN CANTON IS FACED WITH INCREASING DIFFICULTIES. THE HANKOW MILITARISTS ARE SEEKING TO ATTACK FUKIEN BY WAY OF KWANGTUNG WHICH IS REGARDED AS AN INDIRECT THREAT TO THE LATTER PROVINCE. ANOTHER ATTEMPT HAS BEEN MADE ON THE LIFE OF GEN. LIAI TSAT HSIN, AND THE "RE S" WITHIN THE CITY HAVE BEEN ACTIVE. THE GOVERNMENT HAS, HOWEVER, STRONG FORCES BOTH IN THE CITY AND ON THE BORDER AND IS FULLY CONFIDENT OF HOLDING ITS OWN.

Several matters of local interest and importance are fully dealt with and the question of a vehicular ferry, whether it is needed, and whether it is a sound commercial proposition, is discussed editorially and the opinions of several leading business men are given.

The **HONG KONG WEEKLY PRESS**, Also gives numerous articles and the week's news by cable of the political situation in North China and the course of the Civil war. It is the paper which should be sent Home regularly in order that friends and business associates may be kept informed of developments in this country.

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GENERAL LI LOOKS AHEAD.

OWN GUARDS AT KWANG-TUNG ARSENAL.

EXPLOSION AT ELECTRIC POWER STATION.

[FROM OUR CHINESE CORRESPONDENT.]

Promoters of the anti-Japanese boycott in Canton deny that they are relinquishing their present agitation, but admit that they have been warned by the pro-Nanking faction against lawless actions against which drastic steps will be taken by the police. In practice, certain lines of trade such as coal are dependent upon Japan.

Realizing that a good many of the soldiers and politicians now in Hankow and Nanking are likely sooner or later to slink back to Canton to see what is going on.

General Li Tsi Hsin is taking the precaution of "digging himself in" now he has the chance. He is seeking a close alliance with General Huang Shao Hung, who is now the dominant figure in Kwangsi.

General Li's possible antagonists in the forthcoming struggle for possession of Kwangtung are the subject of speculation. It is generally thought that General Chiang Kai Shek will not be again given real control of the Provinces of Kwangtung and Kwangsi. To ensure that the Kwangtung Arsenal will be in his hands in the coming factional dispute in Canton and vicinity, General Li has dispatched his own men to guard the plant. Other ammunition factories in the Southern Capital are being watched by Li's men.

All Customs stations in Canton and districts have been instructed by the Provincial Authorities to watch closely for explosives being smuggled into the province. The leading military personages in Canton have heard quite enough of these things during the last few days.

The explosion at the Kwangtung Electricity Supply Company power station in Canton the other day was due to the defective maintenance and bad repairs of the machinery and not to any political plot. The explosion was more serious than at first believed, and since then, several of the injured have succumbed. The frequency of bomb and other explosions in Canton is such that the people are becoming used to it.

Mr. Tseng Yang Pao, formerly a clerk in the Canton Police Headquarters, will assume charge of the Bureau of Reconstruction in the Canton Administration, relieving Mr. Chen Yao Cho, a brother-in-law of Mr. Wang Ching Wei, now the foremost Red-leader in Hankow since the departure of M. Borodin.

A police order has been issued in Canton forbidding labour unions forcibly to enlist workers as members.

At the request of the Kuomintang Party, the leading six Canton trade guilds have formally resolved to support the China Tariff Autonomy movement and to welcome its introduction on September 1st, when import duties will be raised. The merchants of nearly 200 trades listened to an address by a high official last Tuesday, which was followed by the usual endorsement of the sentiment expressed to remove all "unequal treaties" and the foreign supervision of Chinese Customs.

Mr. Goo Ying Fan, acting Minister of Finance in Canton, is seeking advice from Mr. Tang Shao Yi, a former Chinese Premier who is living in retirement at his country home at Tong Ka Heung, near Macao. Mr. Goo wants to secure Mr. Tang's support of the proposed steps taken to "restore Chinese Tariff Autonomy" on September 1st.

(Continued on next column.)

THE CANTON STEAMBOAT SERVICE.

PASSENGER TRAFFIC INCREASING.

NEARLY 200 ON "KINSHAN."

The normal popularity of the British steamers on the Hong Kong-Canton run, has been shown since the lifting of the boycott imposed by the pickets of the Seamen's Union at Canton against the Hong Kong, Canton and Macao Steamboat Company.

Passenger returns have daily been increasing, and at the beginning of this week the figures jumped from the meagre three or four which had prevailed since the letter part of June up to over 80. A day or so ago they registered at the 100 mark, and yesterday figures were nearly double that on one steamer down alone.

This was on the s.s. *Kinshan*, the afternoon boat from Canton, and when she berthed it was ascertained that in addition to about a half dozen European saloon passengers, she brought no fewer than 195 Chinese passengers.

Enquiries on the night boat, the *Taiwan*, also elicited the information that figures were correspondingly high.

Cargo too, is improving, and upward bookings of passengers and freight are also good.

Some of the other steamers are recording decreased numbers, but it must be remembered that they have been carrying the passengers which have come on the British steamboats had it not been for the boycott.

"A WOMAN MUST HAVE HER WAY."

DRIVES A CAR WITHOUT LICENCE.

WHILE OWNER LOOKS ON.

Women must have their way and nothing a man can say will dissuade them. This was the case when Mrs. Fok Yee Han, a newcomer from Canton, went out motor driving with Mr. Yip Ying Kuen in the small hours of yesterday morning, and drove the car although not having a licence to do so.

She, the owner and the chauffeur appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday morning to answer a charge of driving without a licence, and the other two for allowing her to drive.

Mr. Lindsell discharged the chauffeur because the presence of Mr. Yip at the time removed his responsibility as he was not in a position to decide who should and who should not drive his master's car.

Mrs. Fok admitted driving the car without a licence, while Mr. Yip pleaded "guilty" to allowing her to drive his car. He admitted that he knew the lady did not have a local driver's licence, but she had held one in Canton.

Mrs. Fok who had arrived from Canton the previous night, told the Magistrate that she had held a driver's licence in that City for two months.

Asked by the Magistrate where her Canton licence was, Mrs. Fok said that she did not bring it down with her.

Mr. Lindsell imposed a fine of \$10 on both defendants.

RIVAL SEAMEN'S UNION.

What is feared may be a long drawn out dispute, seriously affecting local shipping, may be unavoidable unless the unions of Chinese seamen on vessels plying in Canton waters come to some arrangement relative to their respective spheres of influence. There are now two seamen's unions, one being the Inland Seamen's Union, which is composed of all employees of small steamers and launches doing local transportation business. The other is the larger one which has among its members the Chinese crews of coastal and ocean liners. Now the Inland Seamen's Union is trying to secure the crews of the latter steamers of Hong Kong touching at Kowloon, Wanchow, Canton, and other ports coming under its jurisdiction. The other union disputed this claim, and attempts are now being made by professional labour leaders in inland ports to interfere with the working of vessels touching the river ports.

FATAL VULCANISER EXPLOSION.

EXCESSIVE PRESSURE!

VERDICT OF ACCIDENTAL DEATH.

The inquest was continued yesterday afternoon before Mr. R. E. Lindsell (Coroner) and a jury on a Chinese boy who died as a result of a vulcanizer exploding in a dental office on July 29th.

Mr. Kwong Tat Yuen, a licensed dentist of No. 78, Queen's Road Central, said that the vulcanizer in question was kept at his branch office at No. 159, Queen's Road Central. His younger brother was in charge of the office. On the day of the fatality he went to the branch office at about 7.30 p.m. when he was informed of the accident. The vulcanizer had been in use for the last six years. It was required to heat certain moulds, and the pressure would have to be 300 lbs. to a square inch. The deceased was his nephew and was in the verandah at the time of the explosion.

Mr. Wm. Russell, Principal Government Marine Surveyor, in giving expert evidence said that the boiler or vulcanizer was not strong enough to stand a pressure of 300 lbs. to a square inch. There was only a thermometer to show the pressure as it carried no gauge. According to his experience and to the book of instructions the thermometer should show up to 300 deg. Fahrenheit, which would be about 82 lbs. to the square inch. At that pressure the boiler would have been perfectly safe.

As to the cause of the explosion, witness demonstrated to the Court that the bottom had burst open on one side where there had been a crack. The crack was on the inside of the cylinder and would not be noticed by anyone who had had no engineering experience. The vulcanizer would be good for more than six years if taken care of properly.

The safety valves were all in good order and should have lifted if the pressure had become too high. In his opinion, witness said that the accident could not have been foreseen and no blame should be attached to anyone.

The jury returned a verdict of accidental death.

CHIEF OFFICER'S DEATH.

SAD EVENT ON S.S. "TAI LEE."

A tragic discovery was made yesterday morning on board the river steamer *Tai Lee*, which plies between Hong Kong and Kowloon.

Entering the cabin of the Chief Officer (Mr. Ibbotson) the Second Engineer, Mr. Hendy, discovered the Chief Officer dead in his bunk.

The *Tai Lee* arrived from Kowloon about 11.30 on Wednesday night. When the Master of the steamer, Captain Midgeley, saw Mr. Ibbotson asleep in a deck chair on the fore deck a matter of two hours after the arrival of the steamer, he appeared to be perfectly normal.

The deceased officer appears to have gone to his cabin at a later hour, and about 7 a.m. yesterday Captain Midgeley held a conversation with him and advised him to see a doctor, it being arranged that he should consult Dr. Wong, at 11.30 a.m.

Just after 11 a.m., Mr. Hendy entered Mr. Ibbotson's cabin and from what he noticed he informed the Master who applied various tests and then sent for the Police.

Mr. F. W. H. Booth (Assistant Supt. of Police) accompanied by European detectives examined the deceased officer's cabin, finding an empty tumbler, which had contained some chemical mixture. This was removed for analysis. There was also found a bottle of 40 per cent. Formalin.

The cause of death has not been divulged, and the result of a post-mortem examination held yesterday afternoon, will not be available until the death enquiry is held, probably next week. After a cursory examination of the body in the cabin prior to removal to the Victoria Mortuary it was thought that death was due to heart failure.

The deceased officer was 55 years of age, and a native of Yorkshire, but he had resided at Liverpool. He had been on the China Coast for a matter of 14 years. He served with the Douglas Steamship Co. but was without employment during the strike. He joined the *Sze Yap Co.*'s service being appointed as the *Tai Lee*. It is believed that his only surviving relative is a married sister, resident in Yorkshire.

News of Mr. Ibbotson's sudden demise will be learned with regret by his many local friends and acquaintances, and especially by seafaring colleagues.

The funeral takes place to-day.

DUMMY GALLOWES.

ODD EXPERIMENT AT "CASTLE PEAK" TRIAL.

CHINESE CHRISTIAN PASTOR ON POLY-GAMY.

The trial of Cheung for the murder of his wife Sam Koo was carried a step further, in the Criminal Sessions yesterday. During the morning hearing to demonstrate the effect of chopper blows upon a rope both hanging loose and under tension, a life-size dummy was suspended from a large wooden frame and then cut down.

Inspector Lane pointed out to the Judge that the ends of two ropes—one found around the dead woman's neck and the other around the waist—did not fit into each other in either case, but that the end of one rope fitted the end of the other.

His Lordship asked if the suggestion was that assuming the rope on the woman and that found in the house were parts of one rope then a section of the rope was missing. Mr. Somerset Fitzroy, for the Crown said that was so.

In reply to Mr. Jenkin, witness said that he was present when the body was dug up in company with the Director of the C.I.D. Before digging operations were commenced the police had in view the possibility of death having been violent.

Asked if he had made any reference at the Magistracy to the fact that the woman's hair was down, witness said he believed he had done so. Mr. Jenkin referred to witness's statement and said no mention was made of it. Witness then replied that he thought he referred to it in a statement which was sent to the Crown Solicitor. He put significance on the fact that the hair was down but not special significance.

A Grim Experiment.

Mr. Jenkin then said that he desired to conduct an experiment in court and brought in front of the dock a wooden framework, over six feet high and several feet wide. The top beam of the framework, said Mr. Jenkin, was about as high as the beam in the hour. Counsel moved away from the table to make room for Mr. Jenkin's exhibit.

Counsel then attached a rope to the top of the beam and a Chinese detective swung upon the rope. The rope was cut by Inspector Lane, and it was noticed that it frayed for several inches. The detective fell to the ground when the rope was cut.

The dummy was again suspended, Mr. Jenkin holding it up and so reducing tension on the rope at the same time cutting the rope. In this case the rope did not fray.

For the purpose of further demonstration, a nail was driven into the side piece of the "gallows" and Inspector Lane, in accordance with the request of counsel, made a clove hitch with a piece of rope held by the nail.

The next witness called for the prosecution was Sub-Inspector Wilson who said that prior to joining the local Police force he served 14 years in the Royal Navy, during which time he had had considerable experience of knot tying. Asked to examine the rope found around the woman's neck, witness said that it would not make a good slipping noose, although if it was pulled round a person's neck strangulation would easily be effected.

The knot around the deceased's woman's neck, said witness, was known as a "slippery hitch," the simplest of all knots.

Cross-examined by Mr. Jenkin, witness agreed that the knot could be tied just as easily whether or not the noose was first slipped over the head. Witness added that a noose made with a "slippery hitch" would not give.

A contractor then gave evidence of finding the body. He conducted a search, he stated, as he knew that a reward was offered.

Dead Woman's Friends Testify.

During the "afternoon" Cheung Sam, known as Ah Leung of the Red House, gave evidence. She had been a friend of the dead woman.

Mr. Jenkins, Did the deceased say anything to you about the happenings in her house?—She said she would not like to die or to run away, but to stay with her children.

Cheung Chun Hin, also a friend of Sam Koo said that on the night of April 5th Sam Koo came to witness's house with her three children and passed the night there. The next morning witness accompanied Sam Koo and her children to their own house. In reply to Mr. Fitzroy, witness said that she met the prisoner on April 20, but he did not speak of anything unusual. When she remarked upon his return to the village of Sun Hui, he replied that he had come to collect money owing to him for some pigs.

Mr. Jenkins: Did Sam Koo speak to you of her husband's affection having passed from her to his concubine?—She did say that at times.

Did she not come to see you quite often?—Not very often.

Have you ever heard the name of Tsai Hing?—No.

The next witness was the head of the Lan Kee firm.

Mr. Fitzroy: When did you last see deceased?—About the second or third of April. She appeared quite normal then.

In reply to Mr. Jenkin, witness said he did not know Tsai Hing, although he had heard the name. Tsai Hing was an "old job earth coolie, who lived far away from the village of Sun Hui.

Mr. Jenkin: Did you tell prisoner that you knew or had heard that the deceased had given Tsai Hing a gold ring?—No.

You never mentioned the name to him?—No.

Kit Fat Wives and Concubines.

Wu Tai Pak (69), a Christian preacher of the village of Sun Hui, said he knew prisoner and his wife well. He last saw Sam Koo on April 8th. The prisoner told witness that Sam Koo had gone to Hong Kong.

Mr. Jenkin: The system of polygamy is a bad one, for the reasons that I shall give you—Yes.

That system leads to frequent troubles in married life?—Yes.

The kit fat wife is frequently displaced in the affections of her husband by a concubine?—Yes.

That leads to the unhappiness of the first wife?—Yes; that is obvious.

Your experience is that many a kit fat wife seeks release from unhappiness by taking her own life?—I have heard of such.

Is not suicide one method of revenge, among Chinese people?—Perhaps on account of my limited knowledge, I have never heard of such a case.

In reply to Mr. Fitzroy, witness said he supposed Sam Koo was a Christian since she attended his chapel.

Mr. Fitzroy: Have you ever heard of concubines taking their own lives in such circumstances?—I have heard of non-Christian Chinese committing suicide by jumping into the harbour.

You teach your congregation that it is wrong either to commit murder or suicide?—Yes.

The hearing was adjourned.

£5,000 DRUG RAID IN CALCUTTA.

OPIUM SMUGGLED IN DEAD KITTENS.

Recent seizures of contraband opium and cocaine by the Calcutta Customs in boats to and from the Far East suggest that the port is a distributing centre for a vast international smuggling organization.

Increased vigilance of Customs officials led to the discovery last month of a cargo of cocaine and opium from Japan, Germany, and America valued at 26,000, while contraband opium valued at 2800 was found in the coal bunkers of a steamer from the Far East recently.

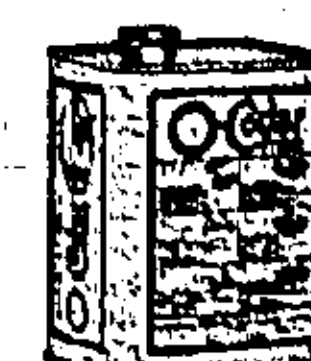
Ingenuous methods adopted by the smugglers are illustrated in the detection of a coolie woman who was stopped on a ship's gangway carrying a basket containing a cat and six kittens. She was allowed to proceed, but the lack of interest the cat showed for the kittens aroused the suspicions of the Customs officer. He discovered that the kittens were dead and had been stuffed with opium. Singapore Free Press.

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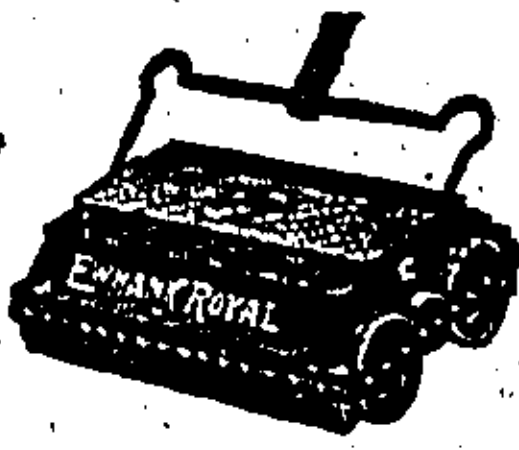


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Hong Kong, 11th Aug, 1927. [5211]

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[50]

DEATH.

ISMAIL—Mr. S. E. ISMAIL, yesterday (August 11th) after a fortnight's illness. The funeral will take place to-day at 8 a.m. from his residence, 159, Wong-Nei Chung Road. [5212]

ACKNOWLEDGMENT.

Mr. and Mrs. R. L. DA ROCHA and family wish to express their sincere thanks to relatives, friends and others who have been so kind to them in their recent bereavement. [9759]

Hong Kong Office: 11, Ice House Street.
London Office: 81, Bride Lane, Fleet Street, E.C. 4. [5268]

The Daily Press.

Hong Kong, August 12th, 1927

THE CHAMBER OF COMMERCE AND THE STEAMBOAT CO.

A MEETING of the committee of the General Chamber of Commerce is being held this afternoon when among the matters for discussion will probably be the recent agreement entered into between the Hong Kong, Canton & Macao Steamboat Co. and the Seamen's Union of Canton. As there appears to have been a good deal of loose thinking on this subject we desire to put forward one or two points for serious consideration. In the first place it is a question which must be taken up by the Chamber of Commerce if the Chamber is at all jealous of its reputation as a representative commercial organization. Charges have been made that the agreement is a blow-struck at British prestige; that it will be detrimental to the trade of this Colony which it is the aim of the Chamber to serve. Such charges should either be endorsed or repudiated; they cannot be ignored. In these times of difficulty it is very undesirable that a British Company should labour under a stigma of having done something to make the British position in China harder than it is.

We will not recapitulate the history of the boycott of the Steamboat Company's steamers. The facts are fairly well known. Two months ago some of the men on the *Lungshan* were dismissed when their articles expired because they were unsatisfactory workers and others were engaged in Hong Kong to take their place. From that time pickets illegally prevented the vessels from doing business in Canton. The Canton Government, deriving their power as they do from the labour element, did not control these pickets, and the British Authorities did not bring sufficient pressure to bear on the Government officials to make them realize their responsibilities in the matter. The fault does not rest with the British Authorities. They did what they could short of issuing an ultimatum. The trouble is and has been due to the fact that no Government is established sufficiently firmly in Canton to exercise supreme control over all the labour organizations. To end a situation that was intolerable the Steamboat Company, as any reasonable business organization would do, endeavoured to find some solution of the difficulty. They were informed by intermediaries that the Seamen's Union wished the Company to engage crews only through their organization. They guaranteed to supply well-trained and efficient men and to change them as and when the Company desired if any proved unsatisfactory or remiss in their duties. This appeared a sound and reasonable proposition. In fact, if it works smoothly it will prove very beneficial. It is certainly better to obtain men through one responsible Bureau than to engage them haphazard from boarding houses and other, may be, questionable sources. Consequently the Company, having absolutely nothing to lose, and very much to gain, negotiated on these lines, and a few days ago the perfectly simple and friendly agreement, which has been the subject of so much discussion, was signed and sealed. It is not an agreement which could be enforced, with consequent penalties, in any court of law. If the Seamen's Union carry out their promises the Company will very naturally honour their part of the contract; it is to their interest to do so. If the Union break their pledge either in letter or spirit, the agreement immediately becomes a dead letter. We said above that the Company had nothing to lose and we repeat that statement. It is suggested that the Company has placed itself in the power of the Union and that the result will be a succession of demands under the threat of constant strikes. We do not see what the Union have to gain by such a policy, but admitting for the sake of argument that such is their plan, how will the Company suffer more than it has suffered in the past? While a Union in Canton is strong enough to defy the Government, or is allowed for any reason whatsoever to exercise an illegal restraint on trade, it can maintain a boycott just as easily as it can now call a strike. And the result from a business point of view is exactly the same.

One more word with regard to the Seamen's Union in Canton. The impression seems to have gained ground that it is still controlled by a group of extremist agitators. As a matter of fact our information is that the unruly elements have been expelled and that the organization is in the hands of a number of sane, sober and responsible officials, several of whom have been appointed by General Li Tai Hsin himself. Even if this were not true it would, not to our mind, affect the general aspect of the case. If it is true, it is highly important that British Companies should show a willingness to co-operate with them.

On a question of broad principle it may be regrettable that any Union, or any combination of workers, should be able to insist that employees should be taken only from their members. But even in England no large industrial employer would venture to engage any non-union man. It is exceedingly important that we should look at these matters in the light of practical common sense and of present day labour conditions. Quite frankly we confess to a very strong feeling of sympathy with the Steamboat Company. It is a small local Company which, because it derives the whole of its trade from Canton, Hong Kong and Macao, has stood right in the forefront during all the upheavals we have had in South China. Other British Companies, or at any rate Companies operating from Hong Kong under the British flag, have been sending their ships fully loaded backwards and forwards to Canton simply and solely because they have been staffed by the men supplied by the Seamen's Union. It serves no one's interest, as far as we can see, that the Steamboat Company should alone stand out. Granted that the boycott and the picketing were illegal it is the duty of the British Government to demand that they should stop. If the British Cabinet, for reasons of broad policy, consider it inadvisable to take such action, it would be the height of folly for one Company to endeavour to take the whole Empire's burden on its own shoulders. The Steamboat Company cannot fight the Empire's battle unaided. Sooner or later, unless government in China is put upon a more stable basis, Great Britain will have to intervene. Until that time comes it is the patriotic and bounden duty of every British Company in China to maintain by every means open to it the Empire's trade. This we consider the Steamboat Company has done. It has done nothing of which it need be ashamed but a great deal for which it deserves the gratitude of the British community. We trust and feel sure that this will be the opinion of the Chamber of Commerce. In our view, unless the members of the Committee fully and thoroughly endorse and not merely half-heartedly acquiesce in the Company's action they will lay themselves open to the charge of hypocrisy because we feel absolutely confident that each individual business-man on that Committee would do exactly as the Steamboat Company has done if faced with similar conditions.

According to the Chinese Calendar to-day is Spirit Festival (*Cheung-Yuan-Chieh*). The goods and chattels of the Cafe Parisien, "Au Chic Parisien, Beauty Parlour Parisien and the Europe Asia Trading Company are to be sold by public auction to-day at noon. Miss Le Marr, living at No. 2, Lyndhurst Terrace, has reported to the police the theft of a diamond ring which she valued at \$2,000, from her bedroom. The theft occurred between 4 and 7 o'clock on Wednesday. A Chinese seaman has reported to the police that some time between the 1st and 8th instant, while he was away at sea, his adopted daughter absconded from his house, No. 56, Wellington Street, taking with her clothing and jewellery worth \$489. Nearly another inch of rain fell on Wednesday, making the total to date no less than 78 inches, against an average up till this time of last year of 57.19 inches. As reported yesterday, all the reservoirs of the Colony are full to overflowing.

One Chinese case of small-pox was reported on Wednesday from the Victoria district. On Wednesday afternoon a Chinese detective arrested a Chinese who was leaving the *ta Taiming* with a small parcel of illicit opium in his possession. A Chinese, who was reprimanded by an Indian constable for carrying an opened umbrella on the pavement in Woosung Street, thus causing annoyance to other pedestrians, was charged before Mr. W. Schofield, at the Kowloon Magistracy, yesterday morning, with using obscene language towards the constable. The defendant was fined \$3. There was another very lively performance of "Our Cabaret" by Mr. Charles Chamber's versatile group of artists at the Star Theatre, Kowloon, last evening. This company has made itself very popular with the audiences who have attended the Star Theatre this week, and they will be seen again this evening in another racy production, "Tally Ho." This show will be repeated to-morrow (Saturday) evening.

In connection with a recent reference to the proposed forming of a journalistic club by members of the local Chinese press, it is stated Mr. Wong Tin Shek, a well-known Chinese novelist and editor of *The Great Light*, a local Chinese paper, has been appointed the chairman. There are some 33 founders of the new club, most of them prominently connected with the local vernacular newspapers. The club will be formally opened in the near future, at No. 22a, Bonham Road.

Before Mr. W. Schofield, at the Kowloon Magistracy yesterday morning, a young Chinese woman was charged with assaulting another woman, and with damaging the cell at the Yau-mati Police Station pending her appearance before the Magistrate. On the charge of assault the defendant was ordered to pay the complainant \$5 compensation, and further to sign a bond to be of good behaviour for one year. On the count of damaging the Yau-mati cells, a fine of \$5 was imposed.

A smart appearance was created by the Scots Guards when they carried out a route march through the western district of the city yesterday morning. Forming up at Queen's Pier, the battalion marched off about a quarter to nine, with band playing, and going along Des Voeux Road, attracted a big crowd all along the route. After a few minutes the pipe band also struck up, and the Guards swung along with precision, altogether forming a most impressive march-past for the onlookers.

Thirteen Chinese were yesterday morning charged before Mr. R. E. Lindsell with gambling at No. 119, Queen's Road West. The first and second accused were further charged with keeping a gambling den. First accused who said that he was the tenant of the house told the Magistrate that it was festival time and some friends indulged in a harmless game of cards after partaking of a meal with him. The first accused was fined \$40 as keeper of the gambling den. Second accused was fined \$10 for assisting No. 1. The gamblers were fined \$2 each. The cards and \$10.95 found on the gambling table were ordered to be confiscated.

OBITUARY.

MR. S. E. ISMAIL.

Mr. S. E. Ismail passed away at 5.15 p.m. yesterday, at his residence, after a fortnight's illness. The funeral will take place at 8 a.m. to-day (Friday), from his residence, 159, Wong-Nei Chung Road.

THE C.N.C. DISPUTE.

A DEADLOCK REACHED.

NEGOTIATIONS BROKEN OFF.

The position with regard to the China Navigation Company dispute is how no better than it was at the beginning of the strike.

The payers between the two parties appear to have come to nothing, and news has reached the Colony that the negotiations which have been proceeding have been definitely broken off.

This points to the belief that the representatives of the officers communicated with the Company to the effect that there could be no further negotiations unless the Company withdrew their proposal to penalise the officers who refused to move their ships to different moorings at the outbreak of the strike.

It is thought that the last Conference arranged to take place in Shanghai was abandoned, but no definite news can be obtained on the matter.

At present there does not appear to be very much likelihood of another joint parley between the officers' representatives and the Company taking place in the near future.

MR. YOSHIZAWA IN SHANGHAI.

SUCCESSFUL AND BENEFICIAL CONFERENCE IN TOKYO.

NO JAPANESE AGGRESSION IN SHANTUNG.

Mr. K. Yoshizawa, H.I.J.M. Minister to China, arrived in Shanghai by the N.Y.K.S. *Nagasaki Maru* from Tokyo, where he has been attending the Foreign Office conference on Chinese affairs.

Mr. Yoshizawa, who was met at the Wayside Wharf by members of the Japanese Consular staff and a large number of leading members of the mercantile community, motored to the Majestic Hotel with Mr. Y. Shimizu, the senior Vice-Consul. There he received a number of Japanese journalists.

In the course of a chat with a representative of the *North-China Daily News*, Mr. Yoshizawa said that he was pleased once more to visit the great commercial port of Shanghai. He had been stationed here 25 years ago and was delighted to be back "in the big town" which had made such big progress. The Minister said that he last passed through Shanghai 18 years ago on his way to Hankow, where he was Consul-General for a time. Since that time, he had been away from the port.

Mr. Yoshizawa was happy to say that the Foreign Office conference on Chinese affairs had been satisfactorily concluded after a successful exchange of views between the different officials concerned. It was impossible for him to describe in detail what had happened but, as stated, the meeting had proved to be most successful and beneficial. Questioned regarding the Japanese troops in Shantung, Mr. Yoshizawa said that his Government was quite prepared to withdraw her troops as soon as the situation had quietened down to such an extent that there would be no further danger to Japanese lives and property.

The despatch of troops was not an aggressive move against China but it was simply a protective step and Mr. Yoshizawa hoped that the Chinese people would not misunderstand the motives of the Japanese Government.

WEATHER REPORT.

FAIR TO SHOWERY.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.25 p.m., stated—

An area of relatively high pressure extends from S. Indo-China to the Bonins. The typhoon is now central to the N.W. of Tokyo. Local forecast: South or variable winds light to moderate, fair to showery.

KING EDWARD HOTEL TEA DANCES.

We have received a last minute intimation that the Tea Dances at the King Edward Hotel will take place on the following days: Monday, Wednesday, Friday.

DIPLOMATIC BODY AND NANKING'S CUSTOMS POLICY.

FOREIGN MINISTERS NOT TO TAKE UP MATTER WITH NANKING.

JAPANESE MINISTER MEETS A NANKING TRIUMVIRATE.

MARSHAL FENG'S TROOPS SURROUND A HONAN CITY.

It would appear that the Diplomatic Body have been in rather a quandary as to the recognition of Nanking's policy regarding Customs autonomy. Should they recognise it as "official," it might appear as though they also recognised Nanking as China's de facto Government. And the time is not yet ripe for that step. Meanwhile, the Ministers are still discussing Nanking's drastic action.

There seems to be a lull in the war zones, though judging by the S.O.S. for reinforcements sent to Peking by one of Fengtienese generals all is by no means so well with the Fengtienese as it was some little time ago.

AN IMPORTANT MEETING AT NANKING.

(Wah Tai Yat Pao.)

SHANGHAI, August 11th.

On the occasion of his meeting at Nanking with Dr. C. C. Wu, Mr. Yoshizawa interviewed Marshal Chiang Kai Shek and Mr. Hu Han Min, on the 9th inst. It is reported that a short friendly conversation between them resulted in considerable improvement with regard to the understanding between the Kuomintang and the Japanese Government.

Mr. Yoshizawa abandoned his projected journey to Hankow and yesterday he returned to Shanghai.

The situation along the Tientsin-Pukow Railway has been very quiet during the past few days, no war news having come to hand.

[THROUGH REUTER'S AGENCY.]

Japanese Follow French Example.

SHANGHAI, August 10th.

The Japanese shipping companies have decided to refuse payment of the tonnage surtax, and to petition the Japanese Consul at Nanking to adopt similar action to that of the French Consul General, who last week accepted a deposit of tonnage dues from a Messageries Maritimes steamer, according to treaty, and granted consular clearance papers, after the Chinese Customs had refused to accept dues on the treaty basis unless the surtax was also paid, and refused to give the steamer a Customs clearance.

It is understood that British shipping companies are likely to adopt a similar procedure.

The Japanese Minister's Visit to Nanking.

NANKING, August 10th.

At an official luncheon to the Japanese Minister, Mr. Yoshizawa, Mr. Wu Chao Chu toasted "the first foreign envoy visiting the Nanking Nationalist Government," expressing the hope that the Japanese Minister would take up permanent residence at Nanking.

Mr. Yoshizawa, expressing appreciation of these sentiments, remarked that a fulfilment of Mr. Wu Chao Chu's hope necessarily would depend on future developments.

Interviewed by Reuter, Mr. Yoshizawa said that he had filed a strong protest as to the new Customs duties and excise, but was reticent as to details.

General Galen Going to Urga.

SHANGHAI, August 11th.

A Hankow message of August 10th states that General Galen had left by the railway, the previous evening, in the direction of Chengchow. A number of motor trucks and motor-cars were loaded on the train. It is understood that General Galen follows in the footsteps of M. Borodin, and is going to Urga.

Mr. Eugene Chen, states the same message, has gone to Kuling.

Communists Executed at Kuling.

SHANGHAI, August 11th.

A wireless message from Kuling states that 29 Communists, including Labour leaders, were executed there on August 9th.

Chiang Reported Wounded.

SHANGHAI, August 11th.

A message from Chinkiang states that Marshal Chiang Kai Shek is reported to have been wounded recently in the fighting around Hanchow.

The British Consulate at Chinkiang has been evacuated by the Chinese troops.

KIANGSI-FUKIEN BORDER.

(Wah Tai Yat Pao.)

SHANGHAI, August 11th.

General Tam Shu Hing, of Fukien, has telegraphed to the Nanking Government to the effect that he is leading his newly recruited Fukienese to the Kiangsi-Fukien border for the purpose of checking the "Red" troops' advance. Before mobilising his rank and file, however, he wants to raise \$100,000 to support them.

The Netherlands Minister, who is also the Doyen of the Diplomatic Body, has telegraphically requested the British and Japanese Ministers to return to Peking in order to consult regarding the Nanking Government's arrangements for declaring Chinese Customs autonomy on September 1st.

According to the consensus of opinion expressed among foreign circles, it is believed that it will be wiser for the Diplomatic Body not to take up this matter directly with the Nanking Government, in view of the fact that the Powers have practically recognised the Nanking Government as the Central Government representing China. So it is likely that the Diplomatic Body will only instruct the Consular Body at Shanghai to lodge a protest with the regional government, namely, the Nanking Government.

Marshal Feng Yu Hsiang's troops are surrounding Tehchow, to the west of Honan on the Lunghai Railway. They are threatening West Shantung. According to a telegram sent by General Chang Tsung Chang to the Ankuochun military authority, Marshal Feng's forces have taken Taining, about 50 miles south-west of Yenchow. General Chang urgently requests the Peking Government to send Fengtienese reinforcements to Shantung.

MERCHANTS' SUPPORT FOR NANKING.

TO CELEBRATE TARIFF AUTONOMY AND ABOLITION OF LIKIN.

The Shanghai Merchants' Amalgamated Association is proposing, we understand, to celebrate September 1st, the day when the Nationalist Government in Nanking will abolish the likin and enforce tariff autonomy.

In the course of a statement which they have issued, the merchants say that the foreign policy of the Kuomintang calls for the removal of foreigners from controlling positions in the Chinese Maritime Customs service as a step towards autonomy. After the May 30th tragedy, a conference was held in Peking when it was decided that on January 1st, 1929, China's right to tariff autonomy should be recognized on condition that likin is abolished. Some time has elapsed but there have been no results and now that the Nationalist Government has taken the initiative by declaring China's Customs autonomy it is taking the only proper step. The writers say that it is essential that China should have the power to decide her own tariffs instead of allowing the foreigners to retain control of the Customs. The Government is, therefore, to be congratulated, and the writers hope that all will join in the movement to celebrate the day when autonomy is enforced.

FOUR GREAT AMERICAN PRESIDENTS.

MONUMENT IN BLACK HILLS.

PRESIDENT COOLIDGE PARTICIPATES.

[REUTER'S AMERICAN SERVICE.]

Geystone, South Dakota, August 11th.

President Coolidge participated in the ceremony of inaugurating the work of carving the figure of four great American presidents—Washington, Jefferson, Lincoln and Roosevelt—in granite on the mountain top among the black hills.

IRISH AFFAIRS.

DE VALERA PARTY TO ENTER DAIL.

[THROUGH REUTER'S AGENCY.]

LONDON, August 10th.

At a conference of Mr. De Valera's "Fianna Fail" party, the meeting, which was held in Dublin, unanimously decided to take the oath of allegiance to the Free State and that the members should take their seats in the Dail on August 12th.

This is likely to have a momentous effect on the Cosgrave Government.

"An Empty Formality."

LONDON, August 11th.

The "Fianna Fail" party, in a statement, say that though they intend taking the Oath, they regard the declaration an empty formality. Their only allegiance is to the Irish nation and it will not be given to any other authority.

HANKOW FRIENDLY TO FOREIGNERS.

EX-CONCESSION SHOWS IMPROVEMENTS.

EX-DIRECTOR'S STORY.

Mr. H. O. Tong, Director of the No. 3 Special Administrative Area of Hankow (formerly the British Concession) was interviewed by a representative of the North-China Daily News at the Astor House.

The ex-Concession has shown many improvements, said Mr. Tong, and things are better now than they have been for some time. Confidence is slowly being restored and there is a feeling of friendliness towards foreigners which has not been so manifested for some months. Merchants are resuming their business and the people are at ease.

"Borodin has gone and Wuhan has rid itself of the Reds. There remain, however, Red military advisers in the army, as well as many radicals. The military police are in control and, so long as they remain in control, little can be done and there certainly is little hope of a compromise between Wuhan and Nanking," Mr. Tong said. There had not yet been a clash between the Wuhan forces and General Chiang Kai Shek's troops.

Wuhan was quiet at the time he left. The labourers and the Reds had practically been eliminated; at any rate, they were placed under control. The pickets were removed but there were instigators and radicals still in the army who were trying to create trouble. The authorities, however, had the situation well in hand.

Mr. Tong denied that the Wuhan Government was ever Communist and was even more vigorous in denying that he himself was a Red. He was working for the good of China and was not a party politician.

The most serious problem which confronted the Wuhan Government, he stated, was that which related to finances. There was a financial stringency owing to the over-issue of paper money and that would take some little time to clear up. Asked whether he proposed to return to Hankow in the near future, Mr. Tong suggested that he might not return at all. A Mr. Chang had been appointed to succeed him temporarily and so he would have to wait and see.

Mr. Tong is an English returned student. He went to London soon after the 1911 revolution and after studying leather tannery entered the University of London, from which institution he graduated with the degree of Bachelor of Science. During his stay in London, he married an English lady. Upon returning to China four years ago, Mr. Tong established several large leather works in Hong Kong and other places. Upon entering politics last year, he was made Commissioner for the Prevention of Smuggling in Canton and early this year was promoted Director of the No. 3 Special Administrative Area.

FROM U.S.A. TO HAWAII BY AIR.

TWO NAVAL AIRMEN KILLED IN LATEST ATTEMPT.

UNLUCKY THIRTEEN.

[REUTER'S AMERICAN SERVICE.]

SANTIAGO, Cal., August 11th.

Lieuts. Covell and Waggoner, of the United States Navy crashed and were killed while attempting a flight to Hawaii for a prize given by Mr. Dole.

The airmen drew number thirteen in the "Dole" race. The aeroplane was declared tricky to handle owing to peculiarities of construction.

BRITISH TRADE.

OFFICIAL FIGURES FOR JULY.

[THROUGH REUTER'S AGENCY.]

LONDON, August 11th.

The Board of Trade figures for July state that imports amounted to £23,000,000 and exports to £26,000,000.

WHAT THE SOVIET FEAR.

COUNTER-REVOLUTIONARY WAR.

"A POLICY OF PEACE."

[THROUGH REUTER'S AGENCY.]

Moscow, August 10th.

At the plenary session of the Soviet here, M. Bukharin reported that the danger of a counter-revolutionary war against Soviet Russia was the most acute problem to-day.

A resolution was adopted declaring that the international policy of the Soviets was essentially a policy of peace, therefore the Soviet Government must agree to economical and reasonable connections with capitalist countries.

It was stated that the Soviet workers had warmly responded to an appeal to prepare their utmost for the defence of the country.

A resolution on the internal situation of the party stated that the differences were due to the recent intensified opposition attacks frustrating the work of the party. Dealing with the menace of war and the preparation of national defence, the opposition leaders M. M. Trotsky and Zinoviev refused to renounce their semi-defeatist policy or abandon their attempt to create a second party, as a condition of their remaining in the Central Committee, and only yielded when threatened with expulsion.

ARMED ATTACK AT LUNGHUA.

FIRST THOUGHT TO BE BY COMMUNISTS.

THEN BY SUN CHUAN FANG'S OLD TROOPS.

A few brief details have transpired of an encounter between armed forces which took place at the beginning of last week at Lung-hua. In view of the need for men at the front the Shanghai district has been largely depleted of its garrison, and accordingly only about 300 men are at present stationed at Lung-hua. It is thought that this small number induced an enemy to make his attack.

This attack came off either on Monday or Tuesday night, and although details of the actual fighting are not available, it transpires that the attacking force was driven off, not, however, before two of the defenders were killed. In the meantime six of the attacking party were wounded.

It was at first rumoured that the attack was the work of Communists, but this version is discredited. It is believed that they are not organized for such exploits locally. The theory now held is that they were men of Sun Chuan Fang's army. When that army withdrew from this province various bodies were left behind, and although it was reported that they had been absorbed into Chiang Kai Shek's army, it is known that such has not been the case with a great number of them. In the circumstances it is now thought that this was an attempt on the part of Marshal's old troops to take advantage of the situation.

It is said that a sum of \$400,000 has arrived in Shanghai to be used as propaganda for Sun Chuan Fang. —North-China Daily News.

AMERICAN THEATRE DESTROYED.

FIRE FOLLOWS TWO EXPLOSIONS.

BUILDING VALUED AT \$340,000.

[REUTER'S AMERICAN SERVICE.]

SACRAMENTO, Cal., Aug. 11th.

A fire, following two explosions, destroyed the State Theatre. The explosions have not been explained. The theatre was valued at \$340,000.

"THE TWELFTH."

THE KING GOES GROUSE SHOOTING.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 10th.

To-morrow H.M. the King, following his usual custom, will go to Boken Abbey, Yorkshire, as the guest of the Duke of Devonshire, for the grouse shooting, which opens on Friday.

Later, His Majesty will shoot in Scotland. The exodus for the "Twelfth" is quite up to the average and about 150 special trains are leaving London for the north.

THE RUSSIAN PETROL PROBLEM.

SOVIET ACTIVE IN OILFIELDS.

[THROUGH REUTER'S AGENCY.]

ROTTERDAM, August 10th.

Regular shipments of pipes destined for the construction of a pipe and boring of conduit systems in the Russian oilfields, have been made lately via Rotterdam.

About a score of vessels are already on the way to Odessa with such cargoes, ranging from 500 to 2,000 tons per ship.

The pipes have been manufactured in the German ironworks of the Rhine and Ruhr districts.

BRITISH EXPRESS TRAIN MISHAP.

VISITORS TO CORNWALL SHAKEN.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 10th.

An accident occurred to-day to the Cornish Riviera express, which daily makes a journey from London to the west, with a non-stop run to Plymouth of 226 miles in four hours.

When passing through Berkshire, at 60 miles an hour, the leading pair of the engine's bogie wheels left the rails, but neither the engine nor any of the coaches was derailed. No-one was injured beyond a shaking for a few of the 600 holiday-makers aboard.

AN INTERNATIONAL PARTY.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 10th.

Twenty-two members of the British Parliament sail from Southampton on Friday in the Royal Mail liner *Arlanda*, on a visit to Brazil, at the invitation of the Brazilian Government.

Ireland and India are also sending representatives. Forty delegates from other countries will join the *Arlanda* at Cherbourg, and will represent Belgium, Japan, Norway, Denmark, Portugal, Switzerland, Finland, Afghanistan and Turkey.

STORM HERO.

GAVE HIS LIFE TO SAVE HIS FOREMAN.

The story of an electrician's heroic but fatal effort to save the life of his foreman was told at Hammersmith at an inquest held on Leonard Matthews, aged 36, of Racton-road, Fulham, who was electrocuted at the power station at the Post Office Savings Bank headquarters, Blythe-road, West Kensington, where a storm had caused a defect in the machinery.

George Gridley, an electrician, said he was working with Matthews and a foreman named Albert Smith Ray in an underground chamber, and Ray, thinking the current was dead, went to the switchboard. Ray then touched a terminal and received a severe electric shock. Ray was unable to get away, and Matthews rushed forward and tried to free him. Matthews also received a terrible shock; the current being 2,000 volts.

It was related that the knuckle of Matthews' left hand, which had apparently come in contact with the current, was burned through to the joint.

The jury returned a verdict of Accidental Death.

Mr. Frank Hill, borough electrician for Hammersmith, said the dead man's colleagues looked upon his act as a heroic one.

WHY SACCO AND VANZETTI WERE RESPITED.

ANOTHER CONDEMNED MAN MAKES SENSATIONAL STATEMENT.

NEW YORK STILL HAS 14,000 POLICE ON SPECIAL DUTY.

U.S. "MILITANT LABOUR" INDULGES IN BOMBAST.

The condemned men Sacco and Vanzetti, at the eleventh hour, received a twelve days' respite from the Governor of Massachusetts to enable the Courts to consider further petitions filed, one, evidently, on the sensational statement made by another condemned man, who has also received a twelve days' respite.

New York still continues to have no fewer than 14,000 police on special duty because of this Sacco-Vanzetti affair.

U.S. "Militant Labour" is indulging in a characteristic bit of bombast because of the respite.

[REUTER'S AMERICAN SERVICE.]

CHARLESTOWN, August 11th.

The formal announcement of the respite was made by Governor Fuller at midnight in Boston. He stated that "the Courts had no power to grant a respite and to afford them an opportunity to complete their consideration of various motions and petitions filed by counsel, I recommended the Executive Council that the sentences of Sacco, Vanzetti and Madeiros be respited till midnight of the 22nd instant. The Council unanimously adopted the recommendation."

The Executive Council discussed the case from noon till midnight and it is believed that several members strongly opposed any respite.

Cause of the Respite.

Boston, August 11th.

Celestino Madeiros, who sprung into international fame, is of Portuguese extraction. He was convicted of being a member of Band Four, who attempted to rob Wrentham National Bank on November 1st, 1924, and of firing a shot from which the cashier died.

Pending the trial Madeiros attempted to escape from Dedham Jail by sawing the bars of his cell and assaulting the guard.

After protracted proceedings, including a successful appeal, Madeiros was sentenced to death on June 30th, 1926. He then made the statement that the Morelli gang, with whom he had been associated was responsible for the South Braintree murders of which Sacco and Vanzetti had been convicted.

Madeiros has been respited while his assertion is being investigated by Governor Fuller and an Advisory Committee.

Madeiros is quite unconcerned, and has been eating heartily while awaiting execution.

£1,000,000 FROM OIL FIELDS.

BASEBALL COACH'S FORTUNE.

Next to Lindbergh, who has refused wealth as an incongruous addition to his fame, the most discussed figure in the United States is Mr. Lew H. Lentz, until recently a high school baseball coach, now one of the richest men in the country.

A few years ago Mr. Lentz accepted an invitation from Mr. John G. McCaskey, a sauerkraut manufacturer, to join him in oil prospecting in Oklahoma. The pair acquired leases in undeveloped territory and from their drillings oil gushed forth in fabulous quantities, with the result that this year, the former coach paid taxes on an income of \$1,000,000.

Mr. Lentz who is a bachelor has become a philanthropist. His numerous gifts include \$200,000 to the University of Oklahoma, and another \$200,000 donated to the furtherance of the cotton industry. After the death of his partner, the former sauerkraut manufacturer, Lentz bought all the holdings. He has endowed a home for orphans, and paid in the name of his mother the debts of churches in which he is interested.

His oil field camps are described as models of cleanliness, neatness and system. The men have private modern sleeping quarters with shower baths, reading and smoking rooms, and the best possible dining service. The most comfortable homes in Ponca City, Oklahoma, (Continued at foot of next column.)

"Militant Labour" Crowing.

New York, August 11th.

Immediately on learning of the respite of Sacco and Vanzetti, the Emergency Committee issued a statement declaring that "Organised labour had stayed the hand of the executioner forcing a respite from the Governor. The battle was not over and the fight must be continued with determination. This temporary victory is the result of hundreds of strikes and mass demonstrations of the past week. This is a warning to the American Federation of Labour bureaucracy that militant labour will fight its own battles in the future."

14,000 Policemen on Guard.

LATER.

It is announced at police headquarters that despite the Sacco-Vanzetti reprieve, the 14,000 police are guarding the transportation lines, public buildings, residences of public citizens and will be kept on duty until the tension has been definitely relieved.

Vanzetti Pleased.

Boston, August 11th.

Except Vanzetti, who remarked that he was "pleased," the prisoners showed no emotion when informed of the respite. Early to-morrow they will be removed from the death house to another section of the prison, where they will remain until the end of the respite period.

A Third Condemned Man.

LATER.

The respite also affects Madeiros, the occupant of the third death cell, who was due to be executed with Sacco and Vanzetti.

Madeiros was a witness in the Sacco-Vanzetti case, and declared that they were innocent. He stated he knew the gangsters who carried out the murder.

BREKIDERS, August 11th.

Thousands, anxiously waiting, joyfully received the news of the reprieve and cheered wildly.

Diabolic Bomb Outrage.

BATTLE, August 11th.

Fifteen persons were injured, one gravely, in a Sacco-Vanzetti outrage. A one hour's protest strike was observed during the day. [Earlier telegrams are printed on page 2.]

PRETENSE IN DIVORCE.

LORD MERRIVALE'S WARNING.

After granting decrees nisi in three cases which had been standing over, in consequence of insufficiency of the evidence, Lord Merrivale, President of the Divorce Division, said there was too strong a disposition on the part of possible suitors in this court to suppose that a pretence of adultery was sufficient to entitle a party who desired the dissolution of marriage to obtain it.

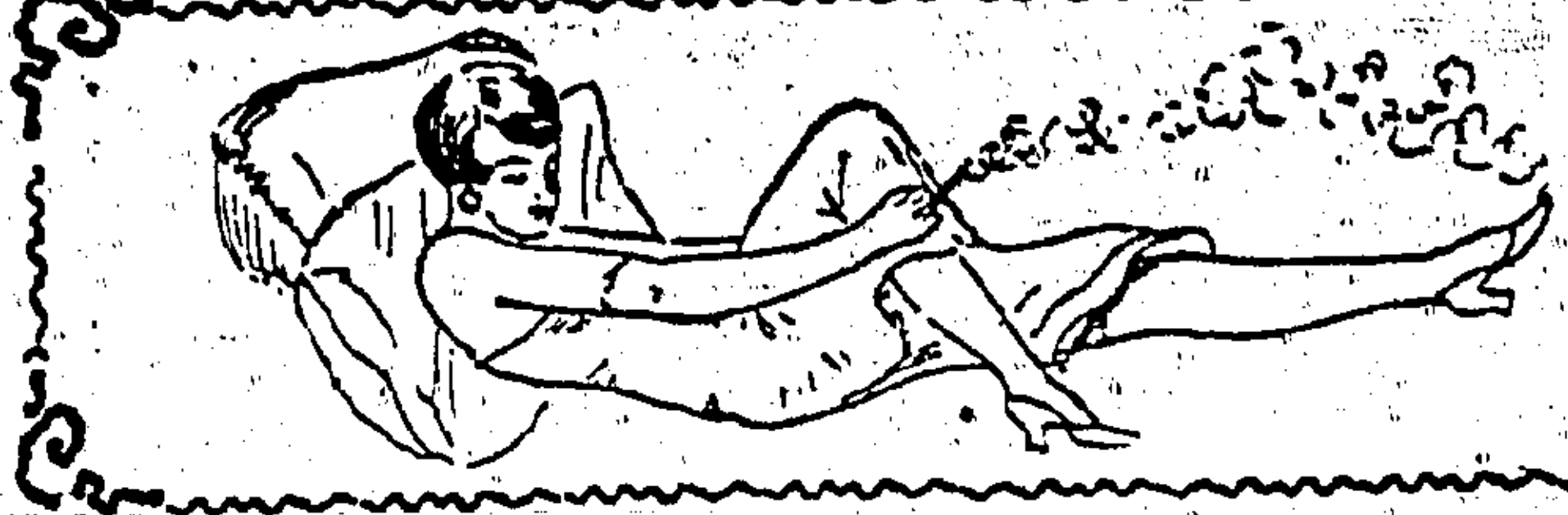
The fact was entirely otherwise. There was no jurisdiction in this court to grant a decree of divorce except upon proof of adultery.

It was the duty of the judge sitting there to be satisfied before he granted a decree of divorce that adultery had in fact occurred. The judge would fail in his duty who did not take care that this elementary safeguard on the status of marriage was not disregarded in this country.

It was sufficiently disregarded in many directions; but at any rate it should not be disregarded in this court.

Lord Merrivale granted decrees nisi in 25 undefended divorce cases. Twenty-five were the petitions of wives. In 12 cases the occupations of the respondent-husbands were not stated.

where most of his holdings are situated, are owned by his employees. Altogether, the former coach is depicted as a model multi-millionaire.



The WOMAN'S PAGE

BORN IN THE EAST. THE SPIRIT OF THE AGE.

"SPOILT OF COURSE."

How often you hear it said at Home about some child "he is terribly spoilt, of course, he was born in India (or Hong Kong)." What a pity it is that it should be so true. Many parents make great sacrifices in order to avoid this stigma being attached to their children. Either they separate the mother taking the little ones home, or what is perhaps still sadder, she returns and leaves them to face the most impressionable years without her care. The question of health does, of course, play its part, but here at least in Hong Kong there are many sturdy youngsters who have never seen "England's green and pleasant land," and separation is not always necessary so that score. I was distressed to hear a new comer to the Colony talking the other day about a party of older Hong Kong children. "Abominably rude, with no consideration for any one," was his criticism. Can this be a necessary price to pay for educating ones children here?

There are two reasons why children brought up in the East are com-

An air of bustle and movement had invaded the quiet well run premises of Lane, Crawford's. It was as though half a dozen energetic housewives were indulging in an orgy of spring cleaning. But it was, I found, that expression of the spirit of the age, Charleston, who was responsible for the upheaval. That quiet sanctuary of luxurious furnishings which lies beyond the lounge is to be included in the restaurant for the dainties. I seemed to glimpse the impudent flirt of a whippy frock and a silken leg behind a massive wardrobe, and a temporal o mors! downstairs the cases of silver ware have been ousted from their glittering ranks, by plebian pots and pans.

Hardware has been promoted to the ground floor and the furnishing has found new quarters on the mezzanine. Men and women, Europeans and Chinese were working and perspiring, hammers and saws were adding their insistent notes to the clamour, the old conventions are being overthrown in order that Hong Kong can dance at tea time at Lane, Crawford's.

CLEANING FANCY SHOES.

The wide variety of shoe leathers produced within recent years naturally necessitates a large number of new shoe-cleaning materials. Consequently this need has involved a great deal of research work on the part of manufacturers of shoe polishes and fabric-shoe cleaners.

To Remove Stains.

For the popular lizard skins, either natural or dyed, a white shoe cream suffices, but for python, which has a dull and rougher surface, a non-inflammable spirit cleaner is used. "This is the same cleaner that we sell for removing stains from biege or other delicate shades of satin and light-coloured glaze-shoes," said a well-known manufacturer of shoe polishes.

Treatment of Metal Fabrics.

For gold and silver kid shoes we make a special liquid cleaner which contains a certain amount of metal. For metal and coloured tinsel brocades we make a cleaner in the form of white a soft brush to the shoe. The powder is so fine that it is not necessary to brush it out of the material.

A YARD AND A HALF.

A yard and a half of dance dress material, half an hour at the machine, and an hour with a needle putting those finishing touches which mean so much, and behold a frock which will set your feet twinkling and bring the roses to your cheeks! New dresses bring more roses than rouge pots do, whatever the cynics may say.

And this delightful material! It comes from India and you can find it at the Pioneer Silk Store. A fascinating box was unpacked for me and one by one the dress lengths were displayed. There was an ivory georgette with deep vandyked insects of silver lace, a pinky *bata de rose* crepe de chine with a wide inscription of lace gold and apricot in tone. And in all that box there were no two pieces the same, crepe de chine and georgette in lavender, red, black, white, green, blue, and pinks of many different tones, have inset bands of tinsel lace, some set in points, some in curves, some straight.

For the girl with but little pin money or the woman with but little time this material is a great boom, for it is just that tiresome insertion that takes time patience and skill.

A Kit That Is Easily Damaged.

Gunmetal kid, which has the somewhat iridescent finish of silk kid, should be dealt with very carefully. The finish is so easily damaged by friction, and, although good white cream can be used, usually wiping with a lamp cloth is all that is necessary. Jewelled heels and buckles usually are cleaned by brushing with the white powder used for shoes of metal brocade. Naturally, the brush ought not to be too stiff or the stones may be dislodged. Many of the straw and canvas shoes on the market clean very successfully using only soft water and, if necessary, a soft nail brush. The soap should be pure and the water not too plentiful.

Some Shoes Fashions.

Gunmetal leather shoes—these are really navy blue with a grey sheen—are selling very well," said a member of a well-known Bond-street firm. "We have new varieties in a similar leather in flesh colour."

(Continued on next Column.)

When Two Or More Cleaners Are Needed.

Now that an alliance of two or more leathers is so frequent in women's shoes, more than one type of cleaner is necessary for many varieties, and great care has to be taken in applying each.

For instance, satin may be strapped with silver or gilt kid. Gilded leather and coloured silk and kid often are allied in evening shoes. Black satin and gold metal cloth fashion shoes with a patent composition heel, and shoes of pale coloured leather have strappings of reptile skins or kid of a darker or contrasting shade.

An Australian Invention.

Another firm of boot polish manufacturers make a preparation in the form of white liquid. This, an Australian invention, can be used on all leathers and also for shoes of Panama straw.

"We produce 5,000 gallons of this preparation daily," said a member of the firm "and send supplies all over the world. One of our biggest markets for the preparation is Germany."

Ever-useful Black Satin.

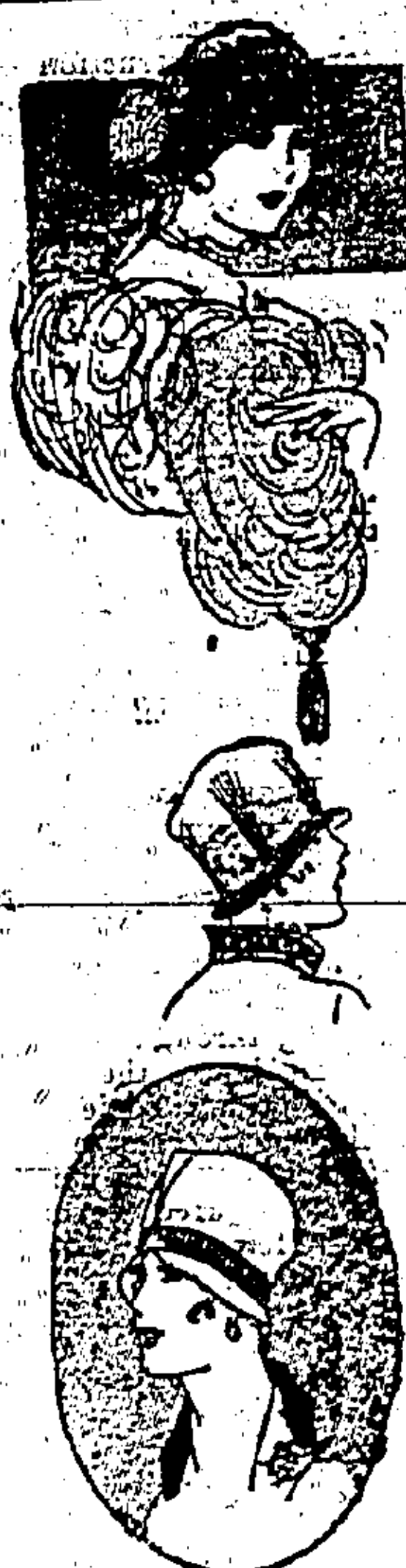
The American fashion of wearing black satin shoes in the afternoon seems to have invaded Paris. A season or two ago a really chic Parisienne would have turned up her dainty nose at such an idea; would have dubbed it "provincial"; but the dance craze has wrought many changes. Now-a-days it is usual for girls—their mothers, too—to arrive at a tea-dance dressed in fragile frocks of lace and chiffon—decorative shoes to match! Some women can "get away" with innovations of this kind, while others, less gifted or less adaptable, only succeed in looking what the French call *endimanchée*.

The Right Court Shoe To Choose.

For a black satin Court shoe to look its best it ought to be cut up high on the foot, otherwise it is apt to sprawl a little at the sides and make the foot appear wide. The heel, like all the best of its tribe just now, should be the slender Spanish heel, which is much smarter than the waisted Louis varieties. In one of the newest shops in Regent-street, where only shoes, perfumes, and sports clothes are sold, all the shoes had Spanish heels, and there was available a varied selection of those fancy little tag ends which finish the laces in the Court-cum-laced type of shoe which Americans and Frenchwomen like so much.—Ez.



This Evening Gown is of char-trouse-green net embroidered with gold thread.



Sketches from "Le Touquet," the latest headgears.

again. It takes off the tarnish and disperses as it is applied.

For Hard-Court Tennis Shoes.

"Shoes of 'sunburn' canvas, a colour almost the shade of a hard tennis court and worn by hard-court players, also have a special cleaner. This is liquid and is the same colour as the shoe. We sell more liquid than solid cleaners for canvas shoes, because it is easier to apply and dries very quickly.

"There is little demand for suede cleaners for shoes, so we sell the cleaner we make to bag manufacturers."

(Continued on next Column.)

the other servants "human beings after all." That is the crux of the trouble. The language bar alone makes it impossible to treat one's servants here exactly as one does at home, but there can be no excuse for allowing the children to think that they have no right to courtesy.

I believe that if parents would bear this in mind, and firmly stop any truculent young Briton from bullying his weak and all too willing amah, the stigma attached to children bred to the east would soon be forgotten. Every human being has a right to courtesy, and to allow children to grow up without realising this is to put a stumbling block in their path which will be a handicap to them right through their lives.

pared so unfavourably with those educated at Home. One's lack of parental control and the other indulgence of Chinese servants. When the thermometer stands at some-where round 80°, and the humidity is even worse, it is very difficult to be constantly running after a child, enforcing such orders as "put that down," "take your fingers out of your mouth," etc. So very quickly the little one discovers that he can disobey orders with impunity. But a far larger factor and a graver, which is not to be excused on the score of heat is allowing the children to be rude, especially to the servants.

Even small babies are amazingly cunning, as every mother knows; they put two and two together, and very clearly realise cause and effect. "Mother," says the small philosopher, "insists on my saying please before she gives me anything, so it is quicker to say it at once, but amah doesn't care." Nor does his majesty the baby. He tries to wheedle his mother and father, but he does not waste his blandishments on the servants; he

gives them orders! Unfortunately it seems impossible to make Chinese servants insist on small courtesies from their charges, but the mother can and should do the insisting for them. "Say please, Amah," "thank you, Amah," once more the small brain registers the advantages to be gained from using the extra words, and very soon the child adopts them as a regular formula.

I remember a very wealthy woman at Home saying "I always insist on Jack calling the butler Mr. Long, as I think it's so important that children should realise that servants are human beings after all." It was not perhaps the best way of putting it, but it does give a clue to what is wrong out here. Children are very quick to realise social distinctions and to pick up their tone from their elders, the remark "little pitchers have long ears" is as true to-day as it was when it was first made. It is absurd to expect children to treat an amah as they would an English nurse, if they realise that their parents consider neither her nor

(Continued on next Column.)

The Store where Smart Women expect to find the New Styles

LANE, CRAWFORD'S LADIES' SALON.

SHINGLING WAVING MANICURING

The promptest and most courteous service in Town.

CAMPBELL MOORE.

19, Queen's Road Central (1st floor) OPPOSITE COLONIAL DISPENSARY. [120]

LADIES' HATS

from Bangkok and Manila

and a wide selection of Oriental articles

both Useful and Beautiful

are always on view

Your early inspection is cordially invited.

SWATOW LACE CO., LTD.

21, Queen's Road (Next H. K. H. Garage). [A.P.S.]

LUXURY WITH ECONOMY.

KAYSER Silk Stockings, with the famous Slipper heel HOLEPROOF and WUNDER ROSE Silk Stockings

are all being offered at Bargain Prices during the present Sale at

POHOOMULL BROTHERS

A new stock of Hand embroidered Silk Shawls, Kimonos and Hourri Coats have just arrived and will be sold at reduced prices.

Plain, striped and coloured Silks for Dresses and Print Dress Lengths at Sale Prices.

For those who prefer them we have some high-class Chinese Silk Stockings.

DO YOUR SHOPPING AT POHOOMULLS. [A.P.S.]

THE PIONEER SILK STORE.

Always up-to-date goods for up-to-date people.

BY THE WAY.

FRENCH DRESSES.—Powell's have just received a consignment of delightful Paris dresses, among them a distinguished model in a warm rosewood brown georgette. The material is very finely knitted, pleated all over and the dress is trimmed with deep vandyke insets of gold lace on bodice and skirt. It is finished by a velvet ribbon to tone at the waist. I noticed also a black georgette evening gown with a deep flounce of gold lace in a fishing net design; and a very lovely flame coloured dress with an interesting skirt cut in three wrap over aprons.

GIVE HER A RING.—A drawer in a blackwood desk in the Sign of the Lantern, holds many charming little boxes covered with gay silks. Inside the boxes are rings. The stones are semi-precious—jade, amethyst, coral, turquoise, etc. Some are engraved, some cut like canoes, and some relying solely on their colour for their beauty. The settings are Chinese silver quaintly chased, and shaped, and you can buy these delightful little gifts from \$2.50 upwards.

RELIABLE DOLLS are unbreakable and yet neither rag nor doll. They are dressed in beautiful underclothes or unnatural garments but just charming lifelike dolls such as every little girl loves and her mother loves to buy. There are baby dolls, with just the little crumpled face of a new born baby, and other older children as beautifully modelled and simply and prettily dressed. These dolls are not expensive at about \$5 each, the larger ones are a little more.

AT THE GRAND SILK STORE the sale is still in progress, and a new consignment of Haori coats from \$22 has been included. As on my visit last week I found many lovely silks at very reduced prices, and I was especially struck by the brocade tinsel shoe materials. These really are amazingly cheap at \$2.75 a shoe length, a gorgeous pair of stuff thick as leather and yet supple, was woven of silver threads with a small leaf pattern in pale green.

NO MENDING.—You can buy guaranteed hole proof stockings at the Pioneer Silk Store now. "Tebilla" silk stockings are made in fine mesh and replaceable if they ladder before six months.

BARGAINS.—Just a few more bargains I discovered at Whiteaway, Laidlaw's this week. Sample Celanese undies from \$2.75 a garment, which sounds incredible. A pair of strong sheets for \$3.95, and sheeting by the yard for \$1.35. There are vests and gingham, organdies, muslins and cretonnes, for less than one dollar a yard. Upstairs I found polka-dot cloths at four for a dollar and stout Turkish bath-mats for \$1.95. There are really charming little coloured shoes for the babies reduced to \$3.50 a pair, and small sized men's mackintoshes for \$5 which would be excellent also for a school girl. There is a large stock which must be cleared in every department and some really amazing bargains in small lots which will go quickly.

DINNER-JACKETS LESS POPULAR.

BACKLESS WAISTCOATS.

Convention with regard to evening dress for men is evidently growing much stricter than it has been since before the war. Ever since the armistice the tail-coat for evening wear has had a hard fight to regain the position it held before. Men could not be troubled to put on more than a dinner jacket, so that it gradually became tolerated for even quite formal occasions, while for dancing it was practically universal.

Now it is losing ground very rapidly and will soon be back in its old place—that of the informal dress when men are alone together. Even then the double-breasted dinner jacket which, together with its lounge brother, has been so popular these last few seasons, will no longer be much noticed; it became all the rage in a short while, and its very popularity has killed it for the man who wishes to preserve his own style. Every male chorus, and nearly every male dancer, was seen in it, so that it became almost a craze, and is going the way of nearly all crazes. By next winter I doubt if it will be seen any more.

"When in doubt, wear tails, is a maxim which can now safely be followed, as whatever the occasion—one can be certain of being at least in the majority. Since an enterprising outfitter first introduced backless evening waistcoats he has been widely followed, and this style is undoubtedly the most worn at the moment. It is certainly cooler than the complete waistcoat and is also claimed to give a better fit, while retaining comfort and freedom of movement. Incidentally this style has also been used this summer by different makers for the fancy waistcoat, worn with a morning coat, so that there is evidently merit in the claims made for it.—Daily Mail.

BASEBALL TOPICS.

PLAYERS' GRIEVANCES.

SOME SPECTATORS' VIEWS.

[BY HONOLULU KID.]

The baseball world of this Colony at the present moment has plenty to talk about. Speculation is rife as to how the Hawaiian Chinese will shape in the Far Eastern Olympic Meeting at Shanghai, and in this connection I have obtained the views of many ball fans. There is also a certain amount of interest centred on the outcome of the protest made against the Dragons by the Filipinos. And I have also been the unwilling listener to many complaints by local players.

The Hawaiian Chinese players have failed so far to impress the local fans. Opinion is almost unanimous that the Japanese were a better team despite the fact that they lost the game by a wide margin. Had the game lasted only seven innings, the Japanese would have come out even.

Another fan pointed out that the visitors were almost playing with a fresh team after two or three cantos. This is true. The Japanese sadly lacked substitutes particularly a pitcher to take S. Hachiuma's place after the seventh frame. The visiting team played no fewer than three pitchers, where Hachiuma dished the pill out for his side throughout the nine stanzas.

As to how the visitors will shape in the Olympic games, I agree with many of the fans that they will be beaten either by Japan or the Philippines. I have personally witnessed many ball games at Tokyo, Yokohama and Kobe, and from the high standard of play there, I think the Hawaiian Chinese would hardly have a "look-in."

With regard to the grievances of the local players I have not personally investigated the matter and I therefore disclaim all responsibility. But in the interest of sport, I think the management concerned should pay some attention to one matter. The complaint was made by several players that they have been refused admission into the stand although they held a player's pass.

Last week end the management was entirely in the hands of the South China Athletic Association, and their own officials were employed at the gate. If what the players complained of is true, then it is a great pity that the S.C.A.A. should be so unsportsmanlike as to refuse admission to fellow members of this local Baseball Association. I quite understand that the S.C.A.A. have gone to great expenses to get the Hawaiian team down here and no one blames them for trying to recoup some of the money from the gate receipts, but this ought not to be done by keeping out players in the local league.

The S.C.A.A. management, on the whole, has not been tactful. A local contemporary commenting on playing members of the local league not being admitted, as usual, on their passes, blamed the Honolulu Chinese who were also criticised for sending a man to check the number of Pressmen present. Actually the official in question was a member of the S.C.A.A. The visitors had nothing to do with this.

I was present when the gentleman came up to the so-called "press table" to say that he was requested by the S.C.A.A. to check the number of Pressmen present. His tone was not particularly "sportsmanlike" or even civil and I offered to leave the game. I would suggest that officials of the Hong Kong Baseball Association should have the management of the stand at all games played at the Happy Valley Diamond. This would prevent misunderstanding and bad feelings.

Some interest centres on the outcome of the protest made as regards last Sunday's game against the Dragons by the Filipinos. I would not like to comment on it either way until the Protest Committee hand out their decision. I would however say this that had the suggestion made by "Whitesox" been acted upon by each club registering their players before the commencing of the League matches, such controversy would not have arisen.

VISITING BASEBALL TEAM.

ENTERTAINED AT CANTON AND HERE

The Honolulu Chinese baseball players spent Monday and Tuesday at Canton, where they were entertained by the Chinese Y.M.C.A. and the Canton South China Athletic Association.

Mr. Mok Wing Yu, of Messrs. Butterfield & Swire, vice-president of the South China Athletic Association in Hong Kong, entertained the visiting Honolulu Chinese Athletes at dinner at the Tung Ting Restaurant, West Point, last evening.

Mr. Lee Hysan was host at a dinner and theatre party to the Honolulu visitors last Saturday evening. Mr. Lee is president of South China Athletic Association.

This (Friday) evening the Honolulu Chinese will give a Hawaiian concert at the Chinese Y.M.C.A., and among the items will be typical Hawaiian music and dances with which many Chinese born there are also familiar.

BASEBALL PROTEST.

On Monday the Hong Kong Baseball Association, is holding a meeting to consider the protest of the Filipino Baseball Club against the "Dragons" playing Abe Liu in the game of August 7th. The meeting is at 5.30 at the American Consulate-General.

LOCAL FOOTBALL.

PREPARATIONS FOR ANOTHER SEASON.

Preparation is under way for the opening of the next local football season.

Applications for admission to the Hong Kong Football League must reach the Hon. Secretary, Mr. W. E. Hollands, by August 31st, accompanied with the entrance fee of \$20. No club can be admitted to the League unless affiliated to the Hong Kong Football Association, and applications for affiliation to this Association must reach Mr. Hollands also by August 31st, accompanied by the necessary fee of \$2. Newly affiliated clubs will be charged \$1, with the entrance fee extra.

Application from qualified referees for affiliation to the Hong Kong Football Association have to reach Mr. Hollands by August 31st, accompanied by the annual subscription of \$1.

PING-PONG.

The Hon. Secretary of the newly formed Hong Kong Ping Pong League, announces that up to August 10th, 12 organisations have joined the league whose tournament begins on the 17th. The following clubs have entered teams:—Chinese Recreation Club, Chinese Y.M.C.A., Chinese Athletic Association, South China Athletic Association, Old Boys' Club of Wah Yan College, Chinese Catholics Young Men's Club, The Shen Ying Sha, St. Peter's Young Men's Club, The Hong Kong University, The Tutorial Institute, The St. Louis Club, the Club de Recreio.

COST OF STRIKES.

ENGINEERS' LOSS OF £126,163 LAST YEAR.

Mr. J. H. Thomas, M.P., general secretary of the National Union of Railwaymen, recently stated that owing to last year's general strike and the coal stoppage the union spent £1,800,000 of a balance of £3,000,000 standing to its credit on May 1st.

The Amalgamated Engineering Union was also badly hit. In the financial report for the year ended December 31st last, it is shown that the loss on the year's working to the general fund amounted to £126,163.

The general fund at the end of 1925 stood at £265,235; it was £179,033 at the end of 1926. In January 1926 the total membership of the union was 224,023. By the end of the year the figure had dropped to 208,619. Nineteen branches were closed during the year, and the number of unemployed members, which was 17,216 in May, was never less than 20,000 for the remainder of 1926.

FAR EASTERN OLYMPIAD.

THE HONG KONG CONTINGENT.

LEAVING HERE SOON.

The Hong Kong contingent of athletes, to the Far Eastern Olympiad, including the Honolulu Chinese baseball team which qualified, as Hong Kong residents according to the rules of the Hong Kong baseball Association, by having been here two weeks, will sail for Shanghai on or about August 22nd, reaching there about the 24th.

The contingent will comprise more than 50 athletes and officials, including tennis players, footballers, swimmers, and baseball players. The baseball team will be picked by Mr. Richard Shim, Chairman of the baseball sub-committee of the Hong Kong Chinese Amateur Athletic Federation.

Swimmers will possibly include Ah Kong Pang and Charles Fung, two members of the Honolulu baseball team, who arrived and joined South China Athletic Association on August 1st, but the Committee of the Federation will have final say in all selections. So far the following have been accepted as swimming candidates:—Leung Shiu Man, Tan Chin Hin, Wong Ping Hin, Lo Chin Hing, Wong Ping Fan, Wen Kwong Ting, Wong Kam Fan, and Ho Pak Ping.

Probably all who have been mentioned for the football team will be able to go, they are: Pau Ka Ping, Lau Mow, Lo Wai Man, Ho Cho Yin, Lum Yuk Ying, Ng Po Lau, Bee Bing Tong, Sun Kam Shun, Wong Pak Chong, Choy Ping Fan, Ng Kam Chuen, Fung Man Kit, Chan Woon Yin, Cheung Kam Chuen, Chang Siu Hong, and Lau Hing Chong.

The Officers and Committee of the Hong Kong Chinese Amateur Athletic Federation will give a farewell reception to the athletes on Monday evening next at the club room of the South China Athletic Association.

SARSAPARILLA AND JELLIED EELS.

A GOODWOOD RACE PARTY.

The misfortunes of an eel merchant's party on a motor trip to Goodwood races were described during the hearing of an accident claim in the High Court before Mr. Justice Avory.

Mr. Morris Cross, of Garden-place, Middlesex-street, Aldgate, E., sued Mr. A. Myers, of Buxton-street, E., alleging negligence, which was denied.

Mr. Martin O'Connor, for Mr. Cross, explained that his client hired a vehicle from Mr. Myers to take a party to Goodwood races. On the second day when Hazlemere Hill was reached the engine became over-heated. The driver told all the passengers to jump off. The vehicle gave a sudden jerk and Mr. Cross, who had his leg over the tailboard, was thrown into the road with the tailboard on top of him. After the mishap his arm ached and he felt sick and dizzy.

On the way back in another vehicle owned by Mr. Myers the driver shouted as the vehicle was going downhill, "All get off at once. I am travelling in danger. My brakes have given way." Mr. Cross jumped off and fell into the road. The police declined to allow the vehicle to proceed and he had to spend the night in it in the rain.

A few days later, added Mr. O'Connor, Mr. Cross had a fit and it was 15 weeks before he was able to resume his business.

Mr. Nathan Cohen, a street trader, who was one of Mr. Cross's party, said he went to the races to sell sarsaparilla.

Mr. Justice Avory: What is that?—A soft drink which is a very beautiful thing. (Laughter.)

Mr. Cartwright Sharp (for Mr. Myers): Does sarsaparilla go with jellied eels like munt sauce with lamb?—No, sir; them that wants sarsaparilla has sarsaparilla, and them that wants jellied eels has jellied eels. (Laughter.)

A Scotch! A driver, Mr. Wm. Richards, who brought the party back from the races, told the court that a policeman sat beside a scotch in the lorry. When the brakes failed the policeman jumped out with the scotch in his hands. The scotch, he explained, was a block to put under the wheels.

Mr. Justice Avory: We all thought you meant a Scotsman. (Laughter.)

Mr. Cartwright Sharp: I thought he meant a bottle of whiskey. The jury found for the plaintiff and awarded £25 damages. Judgment was entered accordingly.

"A KISS IN THE DARK."

COMMANDER BYRD AT THE NORTH POLE.

AILEEN PRINGLE'S INTERESTING ACTING.

[BY OUR FILM CRITIC.]

One of the most interesting of screen pictures is being shown at the Queen's before "A Kiss in the Dark" to-day and to-morrow. The North Pole has exercised a fascination over the minds of men for many generations and even after it was first located by Peary there have been memorable expeditions to the roof of the world. Comdr. Byrd's flight in a Fokker aeroplane in which he circled the pole, has an interest of its own for during the whole of the flight from Spitzbergen either he himself or his comrade were taking cinematograph pictures. The scenery is not perhaps so romantic as much which the film camera has shown us, consisting of great sheets of broken ice flows, snow covered ranges, glaciers and black sea water, but the romance lies in the deeds of heroism which those wastes recall. It is a picture of desolation, and one realises the terrible loneliness which must haunt the heart of the explorer of this vast trackless land. This picture should be of world wide interest and we are privileged to see it here in Hong Kong.

French Farce—Amusing In Parts.

"A Kiss in the Dark" is the usual Hollywood version of a French farce. It is amusing, in parts, well acted, luxuriously staged, and quite uninspiring. Adolphe Menjou, is the type of the traditional stage Frenchman not quite old enough to be called a *roué* but getting on that way. Despite the fact that he acts well, and is possibly among the most respectable of Hollywood citizens he is not a very attractive central figure especially when he is in his favourite rôle of lady killer. This is not because he ever offends our susceptibilities, but he just fails, where Valentino is supreme, in convincing his audience that he is fascinating to the other sex. Aileen Pringle who plays one of the leading women's parts is a very beautiful woman and acts with grace, if not with very remarkable skill. We should like to see her in a rôle which would give her more opportunity, as she has a good deal which many film actresses lack. A beautiful carriage, an air of refinement, and very lovely hands. We wonder that her director has not noticed those hands and made more of them. Hands express almost as much as faces and are more prominent on the screen than on the stage where make up and the actual colour and glitter of jewels, dresses and scenery distract attention. In the black and white of a photograph the shape and texture of the hands is clearly seen, and alas, many "highborn ladies" betray their origin in plebeian hands.

SLAUGHTER AT A PASSION PLAY.

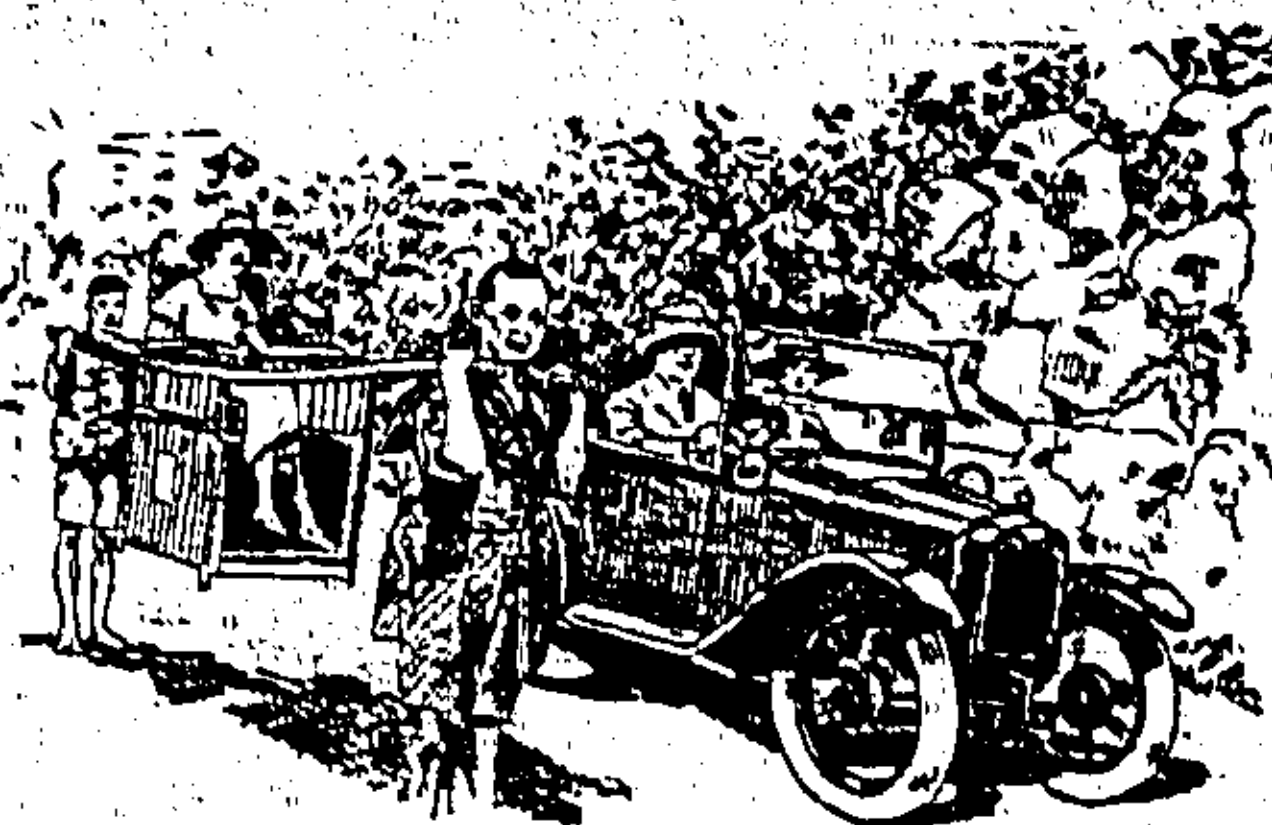
30 PERSONS KILLED NEAR BAGDAD.

BAGDAD. Thirty persons are said to have been killed and many injured in a desperate fight between civilians and Iraqi soldiers a few miles from Bagdad during what is known as the Shi'ah Moslem "passion play." The customary lamentations, headcutting, and breast-beating of the tenth Moharram Day procession, celebrating the martyrdom of Hussein at Kerbala twelve hundred years ago, became a fierce riot.

When the wailing mob reached the famous "Golden Domes of Khadimain" a quarrel arose between an Iraqi soldier and a civilian. The crowd of religious enthusiasts, which had reached a high pitch of frenzy, took sides, and the precincts of the holiest of holy mosques became a furious battle-ground.

The mob, with swords—used in the head-cutting celebrations—sticks, and anything they could lay hold of, rushed in a raving mass on the unarmed soldiers, who fought with their fists and belts.

Many fell on both sides, soldiers being stabbed, kicked, and trampled. Their corpses managed to get the men outside the precincts of the shrine, and then reinforcements are said to have fired on the crowd. The exact number of the casualties is at present unknown.



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[A.P. 10]



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**QUESTION OF A NEW SITE
RAISED.**

The Club was finally authorised to spend \$3,000 on the new extension, but it had been found that this sum was the minimum for the building alone. The fittings would cost at least another \$3,000, and moreover, many urgently needed repairs would swallow up \$1,300.

The meeting had been convened to review the whole situation, said the Chairman. The main point to decide was whether to remain on the present site until notice was

(Continued on next Column.)

BIG REQUESTS TO SERVANTS.

Lord Cowdray's granddaughter Joan, for whom £100,000 is left in trust, is the daughter and only child of the Hon. Francis Geoffrey Pearson, the third son of Lord Cowdray, who was killed in action in 1914, when Joan was two years old.

Mrs. Francis Geoffrey Pearson married in 1918 Wing-Commander Henry John Francis Hunter, M.C., R.A.F.

The late Lord Cowdray was the head of Messrs. S. Pearson and Son, Ltd., the great engineering and contracting firm. He was a brilliant engineer and a great organiser whose enterprises earned him the title of the "World's Greatest Contractor."

JOSEPH STALIN.

Six States. Soviet Russia is divided into six independent States, each one of which is in itself a federation. You find, first, the party, which elects members of the Soviet Government; and also delegates to the International. Then there is the annual congress of the party, out of which grows the central committee, and this elects and co-opts members for the Politburo.

A. REPRESENTATIVE GATHERING.

Tokswalla; the Hon. Mr. C. Mel. Kesser, the Hon. Mr. A. C. Hynes, His Excellency Major-General C. C. Luard, C.B., C.M.G., Sir Robert Ho Tung, Col. C. Russell Brown, U.S.O., Commodore J. L. Pearson, C.M.G., Col. J. Comy, Mr. D. P. L. Franman, the Rev. Mr. C. W. H. Cole, Lieut. J. A. Mander, G. C. and Lieut. R.N. Major Mersader, and Lieut. Johnson, A.D.C. to His Excellency the Governor; Mr. B. Roy Forster, Private Secretary to His Excellency; Mr. L. W. Franklin, and Mr. H. Shaatz, of the U.S. Consulate; Mr. G. Boissiu, Vice-Consul for Belgium; Mr. J. T. Bagnaram, Consul for Siam; Mr. A. Bataure de la Prade, Consul for France; Mr. A. Methofer, Vice-Consul for the Netherlands; Mr. A. J. Murakami, Consul-General for Japan; Mr. C. Albuquerque, Consul-General for Portugal; Mr. J. M. Alves, Consul for Brazil, and others.

**FULL WAGES DURING SUS-
PENSION DEMANDED.**

"The Chinese General Chamber of Commerce should urge the merchants and the people not to buy the company's products, pending a settlement of outstanding questions."

**"LUXURY GUIDES" TO
U.S.A. MILLIONAIRES.**

The guide's emoluments, however, do not cease with that salary. At the close of a tour he will find an envelope containing a handsome cheque from his grateful temporary employer; and besides this it is customary for European dress-makers and tailors, shirtmakers and hosiers to show their appreciation for custom introduced.

"EATING TOO MUCH THE
COMMONEST FAULT."

"Moreover," Sir Thomas pointed out, "in the making of white bread yeast, one of the substances richest in vitamins known, is added. White bread is a wholesome and nutritious food, and weight for weight probably more nutriment is absorbed from it than from wholemeal bread.

WHEN LONDON WAS A CITY
OF HALF-LIGHTS.

Sir Harry Poland, the bachelor K.C., who once publicly attributed his vigorous old age to freedom from being worried by women, celebrated his ninety-eighth birthday last month. Sir Harry was at one time senior Treasury counsel and appeared in many of the great criminal cases of Victorian times. Probably he and Sir Edward Clarke, K.C., are the sole survivors of all who took part in the Penge Mystery—that so greatly stirred England many years ago.

PARIS, Tuesday.
The unwritten law, has again been successfully pleaded in the

A jury, after only a few minutes' deliberation, acquitted of a charge of murder M. Sidney Conquy, who described how he fired six shots at his beautiful wife, in a moment of mad, jealous anger.

Christmas Eve party, he told the court, he suspected that his wife was too friendly with another en-

employees of the firm. She promised not to see this man again, but when M. Conquy was informed by a detective agency that they had been meeting, he went home, got his revolver, and, returning to the shop, shot his wife in her office. The verdict had a mixed reception, but the court at once reversed. M. Conquy seized his counsel, Aubequin, by the hand and kissed him on both cheeks.

MANICURE TREATMENT FOR GIRLS' HANDS.

HASTINGS.
The congress of the home is a term which might aptly be applied to the annual congress of the Royal Sanitary Institute at Hastings.

The conference opened with the presidential address by the Home Secretary, Sir William Joynson-Hicks, who referred to the proposals to be contained in the new Factory Bill which, he stated, the Government are proposing next session to ask Parliament to pass into law.

the more backward factories to the level already reached by more progressive employers.

workers' was a very important topic. The type of factory work with the rough clothing and uncouth appearance, had almost disappeared. The industrial workers of to-day were altogether cleaner, neater, and more comely citizens than those of a few generations ago.

The bride and bridegroom were Mr. and Mrs. Leonard Smith, of Ashbourne-road, Mill Hill. Mr.

He also mentioned that recently he received a deputation of employers, who told him of the mark-rose-hill girls got results both in increased output and efficiency which followed their removal from the factory work. He said that some girl factory workers half away from their morning's work.

FLYING THROUGH
THE MONSOON.FINE FEAT BY DUTCH
MONOPLANE.

AWESOME INSPIRING EXPERIENCE.

In spite of high winds, heavy rain and thunderstorms, Mr. Van Learblack, the American millionaire who recently flew from Amsterdam to Batavia, accomplished the Rangoon-Calcutta portion of the return journey in less than seven hours.

One of the principal difficulties experienced while flying during the monsoon season, said Mr. Van Learblack on his arrival in Calcutta, concerns the landing places rather than atmospheric conditions. An illustration of the difficulty was apparent on August 1st when the Fokker monoplane, as it taxied across the sudden aerodrome, threw up great volumes of mud-coloured spray, so that it progressed resembled that of a fast motor boat scudding through the water rather than that of an aeroplane. Such circumstances as these caused greater concern than high winds in the air, making landing an operation calling for great skill and care.

Monsoon No Difficulty.

"However," continued Mr. Van Learblack, "a heavy thunderstorm experienced while travelling at a speed of 180 miles an hour at an altitude of 7,000 feet was not without its awe inspiring effect so far as I was concerned. Between Singora and Bangkok the display of lightning was a vivid one, while the rain beat a deafening tattoo upon the body of the machine. The pilots, however, were in no way disconcerted, accepting the conditions as a matter of course. On one occasion an ascent was made to a height of 10,000 feet in an attempt to rise clear of the storm, but as this manoeuvre was not successful a descent was made to an altitude of only 50 feet, on the principle that if it was not practicable to fly over the storm it might be possible to dive below it."

Carrying on through the trying conditions, the behaviour of the machine, Mr. Van Learblack told the *Statesman* on August 1st, was such that his faith in commercial flying in India remained unshaken. Monsoon conditions as he had experienced them, he added, would not seem to present difficulties in the way of air transport to the extent that winter in European countries produced hindrances. It was understood that there might well be times when conditions would be far from favourable but they would not appear to be insuperable to the best of modern machines, the reliability of which was exemplified in his own monoplane. From Amsterdam to Batavia and back as far as Calcutta, the journey was notable for the almost entire absence of mechanical trouble.

Mr. Van Learblack was unable to express an opinion regarding the establishment of a regular air service between Holland and the Dutch East Indies, the prospects of which are understood to be closely allied to the success of the present flight.

The technical aspect of the proposition is regarded favourably by the pilots of the Fokker plane. One of them, from his experience, expressed surprise that, conditions being as they were, a service between the two countries has not already been brought into being. It would be essential, he went on, that pilots in such a service should be of the very highest ability. Three years experience on one of the regular European air routes would be sufficient initial training to equip a pilot so that he might undertake safely the special responsibilities involved in flying in tropical countries, and probably it would be found that many of the difficulties presented by the monsoon period were less trying than the ground fogs common in colder climates. A first necessity to the inauguration of any form of air service in India, however, would be the complete overhauling of aerodromes and their equipment.

(Continued on next column.)

THE "OUTSIDE LOOP."

A NOVEL FLYING STUNT.

The "outside loop," a new flying stunt, has been performed successfully for the first time in the history of aviation, according to officials at Fort Santiago. In a cablegram recently received by the military authorities, First Lieutenant James H. Doolittle, Army Air Corps, is credited with the newest achievement in stunt flying.

The dispatch states that Lieutenant Doolittle, who is chief test pilot at the McCook Field, Dayton, Ohio, established the new method of "looping-the-loop" from a particularly high altitude. Once attaining the necessary elevation, he turned the nose of his plane straight down and dropped 4,000 feet before pulling into the turn. In bringing the plane right side up and completing the loop, he regained more than 2,000 feet in altitude. The plane successfully withstood the terrible strain and was reported to be in excellent condition on reaching the ground.

Lieutenant Doolittle has been conspicuous for daring feats since his entry into the service in 1917. He is 31 years old, married, and a native of California. From the University of California where he received his A.B. he attended all of the Army Air schools.

His record in the past coupled with his recent spectacular flight have induced several offers from large civilian aircraft concerns. All offers have been turned down with the statement that he preferred the service. Lieutenant Doolittle first came into national prominence in 1922 when he made the first ocean-to-ocean one stop flight. Among his later achievements, and perhaps the best known, was his flight over the Andes mountains, early this year. Flying in a Curtiss plane, Doolittle made a flight from Santiago, Chile, across the Andes landing at Buenos Aires, Argentina. At that time, he was suffering from two broken ankles which were incased in plaster casts—*Manila Times*.

LORD BLEDISLOE.

TO MARRY COUNTESS OF
HARDWICKE.

The engagement has been announced of Lord Bledisloe of Lydney, Parliamentary Secretary to the Ministry of Agriculture and Fisheries, and the Countess of Hardwicke. The marriage will take place in September.

Created first Baron Bledisloe of Lydney in 1918, Lord Bledisloe is the son of the late Mr. Charles Bathurst, of Lydney Park, Gloucestershire, and was born in 1887. He was educated at Sherborne, Eton, and Oxford, and called to the Bar in 1902.

An authority on agriculture, Lord Bledisloe has been Parliamentary Secretary to the Ministry of Agriculture since 1924. During the war he was Parliamentary Secretary to the Ministry of Food. He married the Hon. Bertha Susan Lopes, daughter of the first Lord Ludlow, in 1898. Lady Bledisloe died last year.

The Countess of Hardwicke before her marriage to the 8th earl in 1911 was Miss Ellen Russell, daughter of the late Mr. James Russell, of Auckland, New Zealand. She was granted a decree nisi last November.

Safety of Modern Flying.

Mr. Van Learblack anticipates reaching England before the end of this month after which he will continue his aerial holiday before his departure for America on September 23rd. At Glasgow he will be met by his daughter, who will accompany him to Norway and Switzerland, the latter being the only European country he has not yet visited.

So strong is his belief in the safety and reliability of the modern aeroplane that he originally contemplated capping his European and Far Eastern flights by a Trans-Atlantic air journey back to the United States. Difficulties have arisen, however, that make the undertaking impossible. Mr. Van Learblack expressing keen disappointment that the circumstances would not allow him to realise his wish. "There seems to be an impression," he concluded, "that passing through the country so rapidly I do not get even a cursory insight of the characteristics of the East. This impression is entirely wrong. On one day alone I attended a Chinese funeral, an Indian wedding, and explored out-of-the-way places."

STIFLING TRADE.

9-HOURS DAY DANGER.

FOREIGN EVASION OF
PROPOSED RULES.

The determination of certain trade union leaders in England to use their organisations for the advancement of political objects is evidenced by the persistent demands on the Government to ratify the Washington Draft Convention "limiting the hours of work in industrial undertakings to eight in the day and 48 in the week."

The Minister of Labour has urged in view of the difficulties of ratification, that the Government should not be stampeded, but he left no doubt that he still hopes these difficulties will be overcome. British employers are apprehensive lest Sir Arthur Steel-Maitland, who last year summoned a conference of foreign Labour Ministers on the subject, may feel a personal compulsion to press on in the matter.

Industry In Chains.

British employers have shown conclusively that the original Convention would still further put British industry in chains and render it impossible to meet growing foreign competition.

Official figures show that for fully 50 per cent. of the workers of this country the normal week is less than 48 hours and 96 per cent. work 48 hours a week or less. That result has been achieved by voluntary agreements. If the Washington Convention were ratified it would be illegal, though within the 48-hours week, for a man to be employed on more than eight hours in any one day.

Although France has ratified the Convention, conditionally upon Great Britain doing so, the working week, in which no change is contemplated, in practice is 54 hours, with an average of nine working hours per day. The hours are reckoned as those of "effective work." A man may be called upon to remain in the factory for 8, 10, 11, or more hours to perform these eight hours of actual work.

Continuous Processes.

Czechoslovakia which ratified the Convention 21 years ago, has scheduled the bulk of its industries as "continuous processes" in which classes of industry the Convention permits the working of a 56-hours week.

It is strongly contended by British employers that the Government should state definitely that it cannot ratify the Convention, at the same time stressing the exceptional conditions enjoyed by British workpeople both in hours of work and social insurance.

JEWELLED MUMMY.

QUEEN WHO REIGNED 3,000
YEARS AGO.

CAIRO. The local Press reports an important discovery made in the western desert, where a mummy, presumably of an Egyptian queen, has been found.

The mummy is covered with jewels, including 18 gold and silver bracelets, 5 necklets in brilliantes, and a crown of brilliantes.

Near the mummy, it is stated, were found other necklets in sapphires and brilliantes, as well as a statuette carved in porphyry. The hieroglyphics indicate that the remains are 3,000 years old, but it is not known to what dynasty the queen belonged.

"CAPTAIN" CASE SENTENCES-UPHELD.

MR. JUSTICE AVORY ON
BLACKMAIL.

Five men upon whom Lord Hewart, Lord Chief Justice, passed heavy sentences of penal servitude for blackmailing a former Army officer, referred to as "The Captain," to the extent of £10,784 appealed.

Norman Stuart received 12 years, Frank Leonard 10 years, Joseph Maples 15 years, Alfred Tannen 10 years, and George William Taylor penal servitude for life.

Mr. E. F. Lever, for Taylor, on the question of his life sentence, said that at 43 years of age his life was finished because of the sentence.

Blackmail had become a crime against which much public opinion had been evinced. Counsel thought it was not on the increase, but more was being heard of it because of the facilities now offered to prosecutors to bring proceedings while their names were not disclosed. The result would be that the pestilence would be gradually wiped out.

Therefore, there was not the need to pass the exemplary sentence. Mr. Justice Avory, dealing with Taylor's sentence, said that the passing of exemplary sentences would be more likely to stamp out blackmail than would the increased facilities given nowadays to victims to come forward to prosecute. In view of Taylor's past career, that he was a professional blackmailer and had been convicted three times, the court would not interfere. The appeals would be dismissed.

U.S. FLYING BOOM.

5,000 PEOPLE APPLY FOR
LICENCES.

NEW YORK. Since the flight of Colonel Lindbergh to Paris popular interest among Americans in flying has increased—to use the word employed by the Bureau of Aeronautics at Washington—"tremendously."

For the development of this interest Colonel Lindbergh has lent his services to the Government. His picture hangs in all American schools, and his virtues are being preached by clergymen and educators to the youth of the United States as a model which they should all seek to emulate.

Colonel Lindbergh is to start shortly on a flying trip throughout the country, under the auspices of the Government, addressing audiences of men and of youths and seeking to arouse their enthusiasm for flying.

The Bureau of Aeronautics reports that it is being swamped with applications for pilot and machine licenses, and more than 5,000 of these applications are now being considered. The Army and the Navy report similar eagerness by young men to enter the flying services.

Flying schools are crowded and qualification tests for the Services are being made more stringent.

Plans for 15 additional flights across the Atlantic are on record and the number of those who attempt to fly across the Pacific is even greater.

Government officials predict that the growth of flying in the United States will within a measurable time rival that of the motor-car industry.

480 COOLIES CAGED IN A
SHIP.ALLEGED SLAVER'S VOYAGE
IN THE SOUTH SEAS.

MELBOURNE. The Customs authorities of Townsville, Queensland, will hold an inquiry into an accusation amounting to a charge of slave trading by an alleged French colonial ship now anchored in Cleveland Bay with 480 Annamites on board under an armed guard.

The ship's officers say the coolies have French-Chinese passports, and are on their way to the South Sea Islands under contract. Chinese residents in Townsville, however, held a protest meeting on the wharf, where a message secretly smuggled from the ship was read, which declared that the coolies had been drugged with cigarettes and "Shanghai" in a French concession in China, and shipped to work in silver and lead mines in the New Hebrides.

The ship is a giant cage with spiked steel lattice work and guards of armed officers on duty. The message alleged that the Annamites were starved and unable to obtain proper medical attention.

THE BEN LINE STEAMERS,
LIMITED.FROM LEITH, MIDDLESBRO',
ANTWERP, LONDON, STRAITS
AND PHILIPPINES.

The Steamship "BENLAWERS."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 27th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 7th August, 1927. (5195)

THE NEW PAINLESS METHOD
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Rheumatism. No. 2 for Rheumatism & Sciatica. No. 3 for Chronic Wounds, Ulcers, Eczema, and other Skin Diseases. Price 1/6 per treatment. Dr. J. C. M. Co., 10, Broad Street, W. 1, London. Or write to Dr. J. C. M. Co., 10, Broad Street, W. 1, London. Or write to Dr. J. C. M. Co., 10, Broad Street, W. 1, London.

To the Publisher
"HONG KONG WEEKLY
PRESS"

11, 102 HONG STREET, HONGKONG.

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"HONGKONG WEEKLY PRESS"

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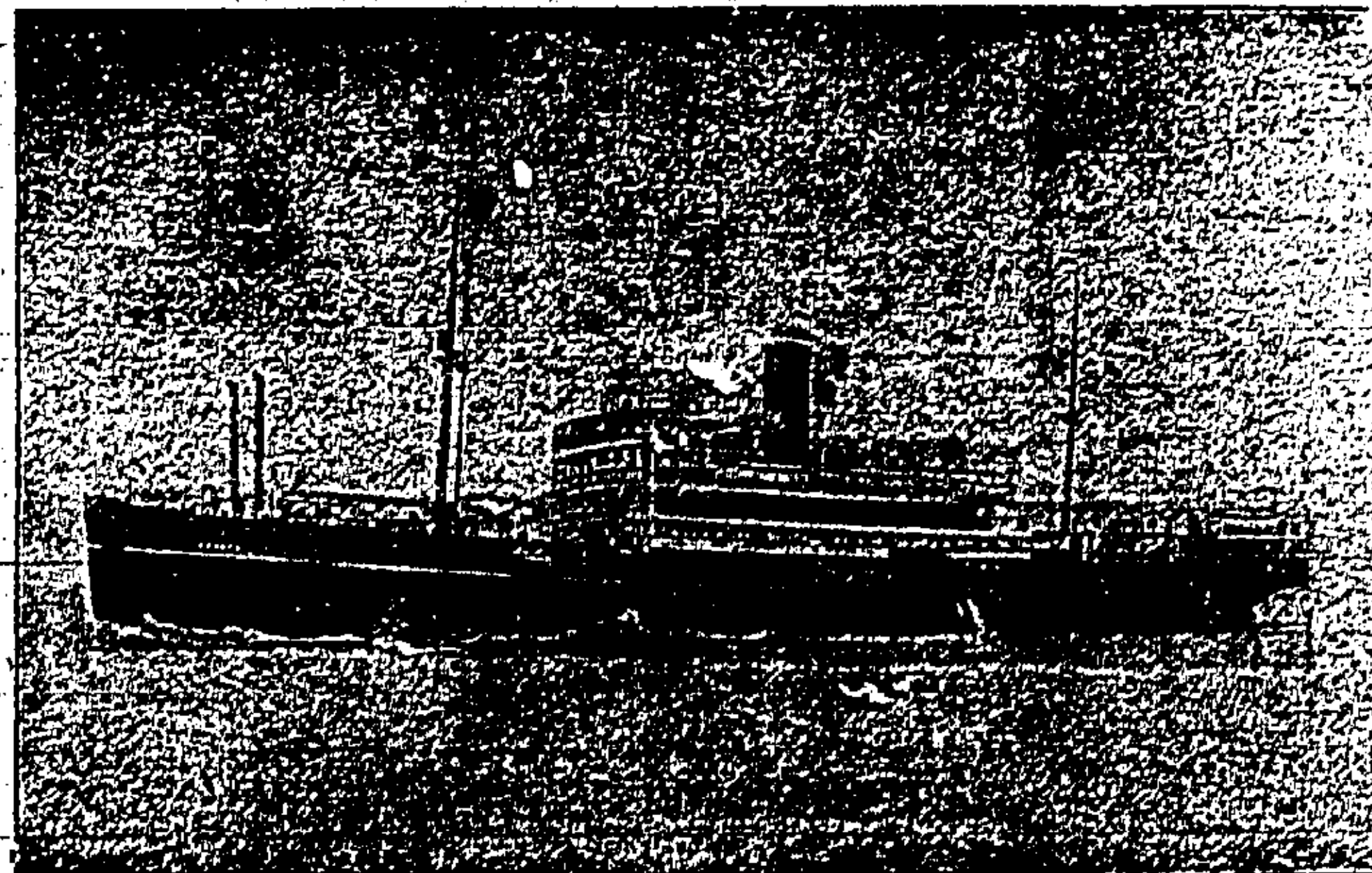
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R. M. DYER, 88c, M.I.N.A., Kowloon Dock, Hong Kong.

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CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0. 0.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "ADOLF VON BAERER" (H.S.L.) due here on or about the 15th Aug.
S.S. "SAARLAND" (H.S.L.) due here on or about the 25th Aug.
S.S. "EMIL KIRCHDORF" (H.S.L.) due here on or about the 17th Sept.
S.S. "HESSEN" (H.S.L.) due here on or about the 17th Sept.
S.S. "SACHSEN" (H.S.L.) due here on or about the 17th Oct.
S.S. "PREUSSEN" (H.S.L.) due here on or about the 25th Oct.

HOMEWARD.

Sailings for Europe via Manila, Singapore
Colombo & Port Said:—

* M.V. "MUNSTERLAND" (H.S.L.) sailing from here on or about the 27th Aug.
* S.S. "OLDENBURG" (H.S.L.) sailing from here on or about the 9th Sept.
* S.S. "ADOLF VON BAERER" (H.S.L.) sailing from here on or about the 21st Sept.
* S.S. "SAARLAND" (H.S.L.) sailing from here on or about the 1st Oct.
* S.S. "EMIL KIRCHDORF" (H.S.L.) sailing from here on or about the 22nd Oct.
* S.S. "HESSEN" (H.S.L.) sailing from here on or about the 1st Nov.
* S.S. "SACHSEN" (H.S.L.) sailing from here on or about the 15th Nov.

* Calling at Marseilles, Rotterdam and Hamburg.
* Calling at Genoa, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

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81]Tel. C. 2235.
Tel. C. 4734.THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "DANMARK"

will be loading for LE HAVRE, ROTTERDAM, HAMBURG,
COPENHAGEN and other SCANDINAVIAN PORTS
On or about 15th August.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Asia"	8th September	—
M.S. "Afrika"	20th October	—

Subject to change without notice.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
[Agents]



REGULAR PORTFOLIO SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROEKA	SEANGHAI	In Port	31st Aug.	MAKASSAR & JAYA
BABIN	SEANGHAI	In Port	—	—
INCHCAPE	JAVA	In Port	—	—
GORISTAN	JAVA	15th Aug.	17th	AMOI & N. CHINA
TJIMANOEK	N.O. & AMOI	15th	17th	BATAVIA
TJIKINI	N.O. & AMOI	21st	23rd	SEANGHAI
TJIKEMBANG	N.O. & AMOI	23rd	25th	BATAVIA
TJISONDARI	N.O. & AMOI	29th	31st	AMOI, SEANGHAI
TJITAHAM	N.O. & AMOI	31st	—	BATAVIA
TJIKABANG	N.O. & AMOI	4th Sept.	8th Sept.	SEANGHAI
TJIKEMBANG	N.O. & AMOI	6th	8th	BATAVIA
TJIBODAS	N.O. & AMOI	12th	14th	AMOI & N. CHINA
TJIMANOEK	N.O. & AMOI	12th	14th	MAKASSAR & JAYA
TJISAROEKA	N.O. & AMOI	15th	17th	SEANGHAI

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAYA-CHINA-JAPAN LIJN.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It cures skin eruptions and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhoea, Derrysure, Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.
English Price 3s (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by Leading Cash Chemists.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI "SZECHUEN" ... On 18th Aug. Noon
 SHANGHAI ... "LIANGCHOW" ... On 17th Aug. 6 a.m.
 AMOY & SHANGHAI ... "SUIYANG" ... On 18th Aug. 6 a.m.
 SHANGHAI ... "SHANTUNG" ... On 20th Aug. 6 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To

\$60. SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Telephone Central 35. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days Here	Days Out	Days Here	Days Out
CHANGTE	18th August	13th September	18th August	13th September
TAIPING	11th October	15th November	11th October	15th November

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Telephone Central 35. Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "MENTOR" ... Via Suez Canal 28th August.
 S.S. "CITY OF NORWICH" ... Via Suez Canal 11th September.
 Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS TO

BOSTON

AND

NEW YORK

M.V. "JAVANESE PRINCE" ... 23rd August, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 4165. (Incorporated in Great Britain)
 Telegrams: Furnprince. King's Building. 19



LIGNES COMMERCIALES (Cargo Boats).

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK.

S.S. "DE. P. BENOT" due to arrive from DUNKIRK, LONDON, HAYRE about the 20th August.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
AMAZONE	—	—	16th Aug.
CHENONOUX	—	—	20th Aug.
ATHOS II	23rd July	23rd Aug.	27th Sept.
ANGERS	12th Aug.	13th Sept.	11th Oct.
DARTAGNAY	26th Aug.	27th Sept.	25th Oct.
GAL. METZINGER	9th Sept.	11th Oct.	25th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)
 A Class 1st. Class... 2 35. 00. Od. B Class 1st. Class... 2 25. 00. Od.
 Suez Canal... 2 70. 00. Od. Suez Canal... 2 61. 00. Od.

Through Tickets to London and Leading Towns of Europe. Accommodations reserved in the Trains at Marseilles. (Sailings subject to alteration without notice).

For full Particulars, apply to— CIE. des MESSAGERIES MARITIMES, Telephone: Central 740. 3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

August 10th.
 Bintang, Danish str., 1,735 tons, Capt. V. H. Relster, from Bangkok and Swatow, with a general cargo, lying at buoy No. C44—Kwang Chau Song.

Hai Yang, British str., 1,362 tons, Capt. J. S. Thomson, from Foochow via Amoy and Swatow, with a general cargo, lying at Douglas Wharf—Douglas, Lapraik & Co.

Raymond Poincare, French str., 1,107 tons, Capt. Lorec, from Canton, with a general cargo, lying at buoy No. C43—Yik Cheong Co.

Roku Maru, Japanese str., 2,011 tons, Capt. T. Kaneko, from Canton, lying at buoy No. B43—M.B.K.

Song Do, French str., 730 tons, Capt. J. Bannamouir, from Canton, lying at buoy No. C42—Messageries Maritimes.

Tak Hing, Chinese str., 105 tons, Capt. Ho Yuan, from Autan, with a general cargo, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

West Farallan, American str., 4,507 tons, Capt. M. E. Shigley, from Manila, which port she left on August 7th, with a general cargo, lying at buoy No. A6—Swayne Hoyt Inc.

August 11th.

Baron Inchepe, British str., 7,005 tons, Capt. P. Will, from Samarang, which port she left on August 2nd, with 9,800 tons of sugar, lying at buoy No. A34—J.C.J.L.

Corjistan, British str., 2,918 tons, Capt. J. W. Reddock, from Passarcan (Java), which port she left on August 2nd, with 4,900 tons of sugar, lying at buoy No. A33—H. M. H. Nemaze.

Kashim Maru, Japanese str., 3,404 tons, Capt. K. Hawai, from Karatsu, which port she left on August 5th, with 4,300 tons of coal, lying at buoy No. B30—Y.K.K.

Maichon, British str., 4,909 tons, Capt. A. E. Dodd, from Shanghai, which port she left on August 8th, with a general cargo, lying at buoy No. A1—B. & S.

Taiyo Maru, Japanese str., 8,424 tons, Capt. G. Shinomiya, from Kobe, which port she left on August 7th, with a general cargo, lying at Kowloon Wharf—Y.K.K.

Tonkin, French str., 607 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. C40—Messageries Maritimes.

Tuturi Maru, Japanese str., 3,973 tons, Capt. N. Egawa, from Moji, with a general cargo, lying at buoy No. A3—N.Y.K.

CLEARANCES

August 11th.
 Chip Shing, for Tientsin.
 Hung On, for Hongkong.
 Hydrangea, for Swatow.
 Japan Arrow, for Swatow.
 Lushan Maru, for Swatow.
 Maichon, for Singapore.
 New Mathilde, for Hoihow.
 Phenomena, for Saigon.
 Raymond Poincare, for Pakhoi.
 Roku Maru, for Dairen.
 Song Do, for Kwang Chow Wan.
 Suez, for Swatow.
 Tak Hing, for Autan.
 Tonkin, for Haiphong.

"PRESIDENT" LINERS.

DUE HERE ON WEEK-END.

AROUND-WORLD SHIP.

The s.s. President Jackson of the American Mail Line will sail from Manila on Friday, August 12th, 1927, at 5 p.m., and will arrive in Hong Kong on Sunday, August 14th, 1927, at 8 a.m. This steamer will sail for San Francisco via Shanghai, Kobe, Yokohama and Honolulu at 10 p.m., Monday, August 15th, 1927.

The Round-the-World Dollar Steamship Line s.s. President Adams will sail from Shanghai on Friday night and will arrive in Hong Kong on Monday morning at 8 a.m. She will continue her voyage round-the-world on Tuesday morning at 8 a.m., making the ports of call of Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, Boston, New York, Havana, Cristobal, Balboa, Port of Los Angeles, San Francisco, Honolulu, Kobe and Shanghai before returning to Hong Kong.

The Dollar Line steamer President Taft from Los Angeles and San Francisco via Honolulu, Yokohama, Kobe and Shanghai will arrive in Hong Kong on Monday, August 15th, 1927. She is scheduled to sail for Manila on Tuesday, August 16th, 1927, at 6 p.m.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI

KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JACKSON ... Tuesday, Aug. 16th, 10 p.m.
 PRESIDENT MCKINLEY ... Tuesday, Aug. 30th
 PRESIDENT LINCOLN ... Tuesday, Sept. 13th
 PRESIDENT CLEVELAND ... Tuesday, Sept. 27th
 PRESIDENT FIERCE ... Tuesday, Oct. 11th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
Aug. 16	San Francisco	Olympic	Sept. 17	10 a.m.
Aug. 23	Seattle	Berengaria	Sept. 21	10 a.m.
Aug. 30	San Francisco	Homeric	Oct. 1	10 a.m.
Sept. 7	Seattle	Aquitanian	Oct. 8	10 a.m.
Sept. 13	San Francisco	Majestic	Oct. 15	10 a.m.
Sept. 21	Seattle	Leviathan	Oct. 22	10 a.m.
Sept. 27	San Francisco	Olympic	Oct. 28	10 a.m.
Oct. 4	Seattle	Berengaria	Nov. 4	10 a.m.
Oct. 11	San Francisco	Leviathan	Nov. 11	10 a.m.
Oct. 18	Seattle	Aquitanian	Nov. 18	10 a.m.
Oct. 25	San Francisco	Majestic	Nov. 25	10 a.m.
Nov. 1	Seattle	Leviathan	Dec. 1	10 a.m.

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT TAFT ... Tuesday, Aug. 23rd
 PRESIDENT JEFFERSON ... Wednesday, Sept. 7th
 PRESIDENT GRANT ... Wednesday, Sept. 21st
 PRESIDENT MADISON ... Wednesday, Oct. 5th
 PRESIDENT JACKSON ... Wednesday, Oct. 19th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK. VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON and NEW YORK.

PRESIDENT ADAMS ... Tuesday, Aug. 16th, 8.00 a.m.
 PRESIDENT GARFIELD ... Tuesday, Aug. 30th, 8.00 a.m.
 PRESIDENT HARRISON ... Tuesday, Sept. 13th, 8.00 a.m.
 PRESIDENT MONROE ... Tuesday, Sept. 27th, 8.00 a.m.
 PRESIDENT WILSON ... Tuesday, Oct. 11th, 8.00 a.m.

(Thereafter Fortnightly) Sailings on Tuesdays.

TO MANILA.

PRESIDENT TAFT ... Aug. 15th, 6.00 p.m.
 PRESIDENT ADAMS ... Aug. 18th, 8.00 a.m.
 PRESIDENT MCKINLEY ... Aug. 22nd, 6.00 p.m.
 PRESIDENT GARFIELD ... Aug. 30th, 8.00 a.m.
 PRESIDENT JEFFERSON ... Aug. 30th, 6.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).
 Telephone: Central 2177, 2473 & 726.

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU" will sail hence on the 10th AUGUST

FOR

SYDNEY, MELBOURNE & ADELAIDE

HAIPHONG, MANILA, SANDAKAN, BALIKPAPAN, RABAU, SAMARAI and NOUMEA.

For Freight and Particulars, Apply to

DODWELL & CO., LTD.,

AGENTS.

Tel. No. Central 1030. Queen's Building.

SUNRISE AND SUNSET IN HONG KONG.

Date	Sunrise	Sunset
August 12th	5.53 a.m.	6.58 p.m.
13th	5.53	6.57
14th	5.52	6.56
15th	5.50	6.55
16th	5.49	6.54
17th	5.47	6.53
18th	5.46	6.52
19th	5.45	6.51
20th	5.44	6.50
21st	5.43	6.49
22nd	5.42	6.48
23rd	5.41	6.47
24th	5.40	6.46
25th	5.39	6.45
26th	5.38	6.44
27th	5.37	6.43
28th	5.36	6.42
29th	5.35	6.41
30th	5.34	6.40
31st	5.33	6.39

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

CANTON ... "CHEONGSHING" Saturday, 18th Aug. at 6 a.m.
 TIENTSIN ... "YUSANG" Saturday, 18th Aug. at 5 p.m.
 CANTON ... "KWAISANG" Sunday, 14th Aug. at 6 a.m.
 TSINGTAU via SWATOW ... "FOOSHING" Sunday, 14th Aug. at 10 a.m.
 & SHANGHAI ... "KWONGSANG" Wednesday, 17th Aug. at 4 a.m.
 CANTON ... "KWAISANG" Wednesday, 17th Aug. at 10 a.m.
 & SHANGHAI ... "CHEONGSHING" Wednesday, 17th Aug. at 3 p.m.
 TIENTSIN ... "MINGSANG" Thursday, 18th Aug. at 8 p.m.
 TSINGTAU via SWATOW ... "KWONGSANG" Sunday, 21st Aug. at 10 a.m.
 & SHANGHAI ... "YATSHING" Wednesday, 24th Aug. at 10 a.m.
 STRAITS & CALCUTTA ... "FOOKSANG" Wednesday, 24th Aug. at 3 p.m.
 SANDAKAN ... "MAUSANG" Saturday, 27th Aug. at 3 p.m.
 STRAITS & CALCUTTA ... "KUMSANG" Sunday, 28th Aug. at 3 p.m.
 STRAITS & CALCUTTA ... "KUTSANG" Monday, 29th Sept. at 3 p.m.
 OSAKA via AMOY, MOJI & KOBE ... "LAISANG" Friday, 9th Sept. at 7 a.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON 282.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel "GLENORIE" (via Oran) 24th August
 Motor Vessel "GLENABAY" (via Oran) 21st September
 Motor Vessel "GLENLUCE" (via Oran) 19th October
 Steamship "CARMARTHENSHIRE" (via Oran) 2nd November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAPP" ... 18th August
 Motor Vessel "GLENLUCE" ... 6th September
 Steamship "CARMARTHENSHIRE" ... 18th September
 Motor Vessel "GLENBEG" ... 29th September
 Motor Vessel "GLENARA" ... 12th October

For Freight, Passage and further Particulars, apply to:

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AGENTS: THE GLEN LINE, LTD.

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN

PASSENGER AND

FREIGHT SERVICE.



Cabin class: 273 4s. Od.
 Intermediate class: 243 2s. Od.
 To GENOA.

NEXT SAILINGS

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASSES AND 150 INTERMEDIATE CLASSES PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENTSIN).	HAITANG SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
S.S. "GOTHA" ... 28th Aug. 1927.	S.S. "SAARBRUECKEN" ... 30th Aug. 1927.	S.S. "COBLENZ" ... 24th Sept.
S.S. "COBLENZ" ... 24th Oct.	S.S. "FULDA" ... 24th Oct.	S.S. "FULDA" ... 19th Nov.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
 S.S. "WIEGAND" ... on or about 4th Sept. from Hong Kong.
 Calls at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:
 S.S. "ANHALT" ... on or about 14th Aug. in Hong Kong.
 S.S. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone C. 4557.

3, Queen's Building, Charter Road.

HONG KONG. 19

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAITANG ... Friday, the 12th August, at 12 Noon
 HAICHING ... Sunday, the 14th August, at 12 Noon

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.
 For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

